

ALL HANDS

A dramatic photograph of a helicopter being hoisted by a ship's crane at sunset. The helicopter is suspended in the air, its rotors blurred from motion. The ship's complex structure, including a large white dome and various masts and rigging, is silhouetted against the bright, orange, and cloudy sky. The scene is set on the deck of a ship, with a person visible in the lower left corner. The overall mood is one of intense activity and maritime operations.

JUNE 1973



ALL HANDS

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VICE ADMIRAL DAVID H. BAGLEY, USN
The Chief of Naval Personnel

REAR ADMIRAL WILLIAM R. FLANAGAN, USN
The Deputy Chief of Naval Personnel

COMMANDER RUSSELL F. HARNEY, USN
Spec. Asst. Liaison & Public Affairs

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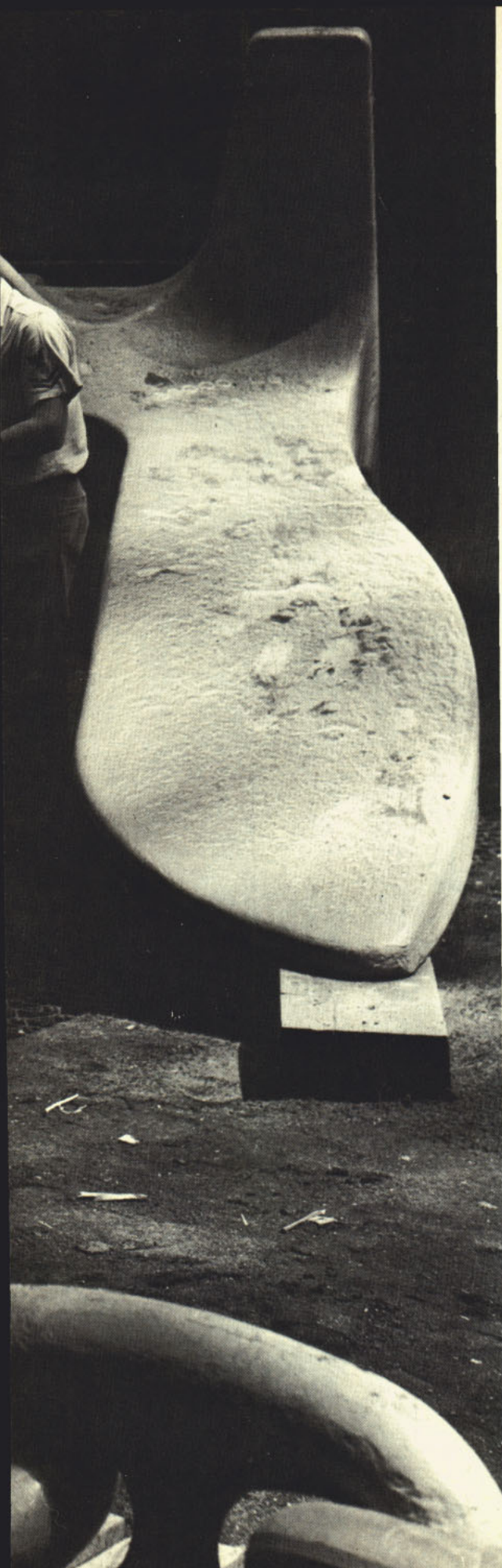
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Associate Editors

John Coleman, **News**
Ann Hanabury, **Research**
Michael Tuffli, **Art**
E. L. Fast, **Layout**
Gerald Wolff, **Reserve**

• **FRONT COVER: AFTER FLYING PLANE GUARD**, a CH-53A Sea Stallion helicopter comes in for refueling on the flight deck of the amphibious assault ship USS Guam (LPH-9). Photo by PHC W. A. Davis, USN.

• **AT LEFT: HEAVY ANCHOR!**—A Navyman is dwarfed by the 30-ton anchor of the attack aircraft carrier USS America (CVA 66) during visit to the Norfolk Naval Shipyard.



It Happens EVERY



JUNE ♦ ♦ ♦ ♦

JUNE WEEK at the Naval Academy is a springtime event that hasn't changed in a century. The girls' skirts are shorter today and movie gear has replaced the old box camera of earlier years, but June Week (1-6 of June this year), is still an old-fashioned celebration at Navy.

Thousands of parents and girlfriends and little brothers and sisters wearing souvenir sailor hats swarm to Annapolis every June for the traditional festivities that lead up to the midshipman graduation. Somehow, the small waterfront town manages to tuck away the hordes of visitors, just as it has for decades. Even nature cooperates, the Chesapeake Bay spring bursts forth in its lushest bright green around the Naval Academy Yard.

Sailboats on the Severn, popping rainbow-splashed spinnaker sails against blue and white dappled skies, provide an idyllic backdrop for families from across the country to stroll the brick walkways.

An air of relaxation settles over the Academy during June Week, a welcome six days for the midshipmen who have been working under busy academic and professional schedules for nine months. Thoughts go from papers and final exams to the folks from home and, for first classmen, their last days at Annapolis.

NOBODY IS QUITE SURE when June Week started at the Academy, but over the years it has grown into a bustling six days of dances, concerts, picnics, sports events and full-dress parades to honor the class of graduating midshipmen.

Midshipmen have been flinging their hats into the air after graduation exercises since 1912 when, for the first time, they were commissioned directly as officers in the Navy in place of having to serve two years in the Fleet as midshipmen after leaving Annapolis. Since they no longer needed their midshipman hats, the class of 1912 spontaneously tossed them into the air as new ensigns and Marine Corps lieutenants have done ever since.

June Week is not only for the graduating midshipmen. For plebes (freshmen) it signals the end of a long first year. On the first day of June Week a white sailor cap sitting atop the 21-foot high Herndon Monument becomes the object of attention for the



Left: The traditional post-graduation hat toss, first instituted by the Class of 1912 when midshipmen began to be commissioned ensigns immediately upon graduation. Right: Climbing the greased Herndon Monument to retrieve the hat, a symbol of freedom.



entire plebe class. On signal the plebes charge across the Yard and begin scrambling up the monument to pull down the hat. After assorted strategies and near reaches, one of the plebes finally grabs the hat to the cheers of the crowd below him, freeing the plebes from their submission to the upper classes, and, as tradition has it, assuring himself of becoming the first in his class to reach the rank of admiral.

Since 1869 when Chinese lanterns and paper palm trees surrounded the midshipmen and their ladies, formal balls on balmy Maryland evenings probably have been the more memorable times for June Week dates. For parents, the parades with midshipmen marching in brass-buttoned blue coats are a highlight of the week.

BUT FOR EVERYONE from midshipmen to grandparents, June Week goes too fast. No sooner do the drumbeats of the parades and the last cheers of graduation fade than the new officers go their way to weddings or brief vacations before meeting their ships miles from the Naval Academy. Others depart for the nuclear power school or flight training while underclass midshipmen leave for summer training cruises.

All too soon, it seems, colonial Annapolis and the Academy settle down again as cars from most of the 50 states roll back along the highways on their way home—June Week is over for one more year. But the quiet is only temporary. The new plebe class is scheduled to arrive in July. For them and for all the classes of midshipmen who will follow, June Week will continue to be six special days that mark the end of four years at the Academy and the beginning of a future.

—Ellen Walker Rattie



Top: Families from all over the U. S. travel to the Academy for June Week. Left: Four long years at Annapolis end with bright stars and bars. Below: Beautiful weather for luncheon on the grass. Right: A new ensign gets a hero's ride.



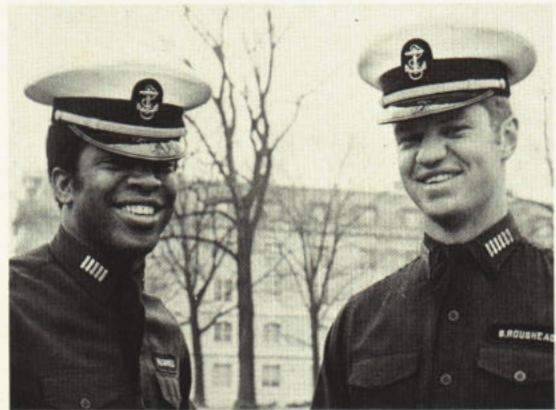
FIRST CLASSMEN from Florida and Ohio were named to lead the 4200-man Brigade of midshipmen at the Naval Academy, Md., for the spring term.

Gary Roughead of Sarasota, Fla., served as Brigade Commander until the beginning of June Week. Assisting him as Deputy Brigade Commander was Richard G. Samuels of Cleveland, Ohio.

Midshipman Roughead, the son of Mr. and Mrs. Howard Roughead of Sarasota, was named to the Academy's Merit List this past semester for academic ability. A foreign affairs major, Roughead served as a delegate to the Naval Academy Foreign Affairs Conference last year. He has been active in junior varsity soccer and sailing at the Academy. A 1969 graduate of Valley Forge Military Academy in Wayne, Pa., Midshipman Roughead is scheduled to enter Nuclear Power School at Bainbridge, Md., upon graduation from the Academy this month.

Midshipman Samuels is the son of Mrs. Lillian L. Samuels of Cleveland. Formerly active in junior varsity football at the Academy, Samuels is a 1969 graduate of South High School in Cleveland where he was captain of the football and wrestling teams and senior class president. A mechanical engineering major, Samuels plans to make his career in naval aviation upon graduation from the Academy.

Eighty-one other midshipmen officers, including 36 company officers served under Roughead and Samuels.



Top: Warm weather and beautiful surroundings add to the festive mood. Right: Brigade of Midshipmen leaders. Right, below: Ring dances for the second classmen and their dates. Below: This 1902 Color Girl, garbed in white, transfers the colors to the top midshipman company during the Color Parade.





Above and right: The new Emergency Escape Breathing Device has been developed to reduce the hazard of smoke inhalation in fires.

WHAT THE NAVY IS DOING ABOUT OUR PUBLIC ENEMY No. 1

Naval Material Command Develops Equipment To Fight And Prevent Fire At Sea

PUBLIC ENEMY NUMBER ONE—when you're at sea—it's not the enemy's ships or subs or planes. Destructive as these foes can be, they can't do nearly the damage to a ship that an ever-present element of danger, either in war or peace, can do. That danger is fire.

Fire and smoke can do to a ship what no enemy plane or sub could possibly accomplish. For example, no major aircraft carrier was sunk in World War II as a direct result of enemy action. In each case, fires out of control required abandonment and ultimate sinking by our own forces.

The problem of preventing and extinguishing fires then is a continuous one. That is why the Naval Ma-

terial Command headquarters has recently announced the development of a number of new pieces of equipment designed to fight and prevent fires and to save lives. They include a new breathing apparatus, new fire trucks, a continuing program for the installation of flight deck extinguisher and sprinkler systems, and new nonflammable materials for living spaces.

The hazard of smoke inhalation in shipboard fires will be drastically reduced with the introduction of a new Emergency Escape Breathing Device—developed for and with the Navy by an electronic instrumentation corporation. Development of the device was initiated several years ago when the Navy experienced two near-disastrous fires aboard the carriers *uss Forrestal* and *uss Oriskany*.

Because of these fires and other dangers present on ships, Admiral Thomas H. Moorer, then Chief of Naval Operations (now chairman of the Joint Chiefs of Staff), set up a panel to study the problem and appointed Admiral James Russell to head it. ADM Moorer had told the panel that, "When, in spite of all reasonable precautions, explosions and fires do occur, it is essential that we have positive, fast and extremely effective means for minimizing damage, destruction and loss of life. It therefore is considered essential also that in coping with explosion and fire, personnel exposure be minimal."

AS A RESULT of the panel's recommendations and the research done by the corporation, a breathing device of amazing simplicity has been developed. It consists of a plastic face mask with a reservoir containing compressed air which can be donned and activated in less than 20 seconds.

The apparatus will provide a continuous flow of air for eight minutes—long enough for a person to escape from any part of the ship to open decks in the event of fire. When not in use it fits into a container about the



size of the standard Navy binocular case. The device has several important advantages besides the ease with which it can be donned—the unit is reusable; its total weight is about five pounds; it has a long shelf life; and it has low maintenance requirements.

Much of the credit for the development of the present Emergency Escape Breathing Device must go to Captain John H. Iarrobino, now retired. He had been the commanding officer of *Oriskany* when she suffered an extensive fire off Yankee Station in the Gulf of Tonkin. In late 1969, on his own initiative and following the recommendations of the Russell Panel, he undertook the development of a device for emergency escape of personnel from smoke-filled compartments on ships.

Since CAPT Iarrobino's retirement in July '72, the Emergency Escape Breathing project has been carried on by Captain R. B. Jacobs, another officer who has had firsthand knowledge of fire at sea. He was a damage control officer in *USS Princeton* (CVL 23) when she was lost due to enemy action on 24 Oct 44 during the second Battle of the Philippine Sea.

THE FIRST UNITS made will be distributed to the Navy's carriers, with follow-on deliveries to other ships in the fleet. The first delivery of the devices to the Fleet and training centers was expected during the first week in March.

But what about the fires themselves? The Navy has been working on preventing and fighting these, too. Development in this area has come so far that the fire resulting from 500 gallons of highly flammable aircraft fuel in an aircraft carrier can now be extinguished in less than a minute. That's good, but the Navy isn't completely satisfied with that capability, and it's continuing to improve.

Fire in any ship in the Navy is of vital concern but the problem is compounded in a carrier. With its great loads of highly flammable fuel and ordnance and its crowded flight deck, one misstep can be severely dangerous, even fatal.

Consequently, among the latest firefighting equipment to be placed on a carrier is the MB-5 fire truck, initially developed for use on air stations. After serious fires did damage to several carriers in past years, it was decided that the capability of these vehicles was needed on board the ships as well. So despite some reservations by commanding officers about their size, relatively about the size of a 2½-ton truck, these trucks were made an item of flight deck equipment, and they performed beyond the expectations of anyone.

EACH TRUCK CARRIES 400 gallons of water, 30 gallons of aqueous film forming foam (AFFF), and an aerating pump to mix them with air, creating fire-smothering foam. The foam is discharged through a 250-gallon-per-minute discharge, cab-mounted turret which is directed by a crewmember. There is also a hand-held hose which can be used if needed, along with a dry chemical, also hand-held, an extinguisher





with a four- to five-pounds-per-second agent discharge capacity for coping with running fuel fires.

The MB-5 was first put to good use when a fire occurred aboard *uss Independence* during September 1969. Two 3000-pound fuel tanks containing a total of about 500 gallons of jet fuel fell from the bomb bay of a plane on the flight deck, ruptured, and ignited. The MB-5, positioned near the carrier's island, was in action immediately and had extinguished the fire in 48 seconds, with no damage to the ship or plane; the plane later took off.

Mr. Larry Duhrkoop, of the Naval Material Command in Washington, D. C., might be called the "fire chief" of the Navy, and he is partially responsible for the development of this equipment.

"The truck is excellent and the training is equally good for the crews. The confidence and enthusiasm of the men are almost too much," he says. "We found that the front parts of the trucks were being scorched and burned, and we had to put a 'fan nozzle,' spraying forward, between the front wheels after we found out the cause. The young Navymen in the crews were driving right into the fires to insure good coverage. That's dedication for you but rough on the truck."

THE DEVELOPMENT of the MB-5 is one element of a continuing program of new initiatives by the Naval Material Command which also includes the new AFFF extinguisher previously mentioned and a sprinkler system to employ it. This could prove to be one of the most important developments in the Navy's constant firefighting quest.

AFFF is a fluorinated carbon surfactant type solution developed and patented by the Chemical Dynamics Branch of the Naval Research Laboratory, Washington, D. C. The Navy is now installing sprinkler systems on the flight decks of all its carriers to use the new agent in extinguishing fires from any cause.

The new substance is a synthetic, foam-forming liquid designed for use with seawater, brackish water or fresh water. Its extinguishing action stems from its ability to make water float on flammable fuels which are lighter than water.

Applied with conventional foam or fog equipment, the foam blankets the surface of the fuel to provide a vapor seal. The film-forming action enhances extinguishment and prevents reflash of the fuel. The action also takes place on fuels that have not been ignited so that they are secured and not readily ignited by a careless or stray spark. The chemical basis of this action is the fact that the foaming agent reduces the surface tension of the water mixture from the normal 80 to 90 dynes (a unit of force) to a low of about 17 dynes.

uss Nimitz (CVAN 68), now nearing completion at Newport News, Va., and all future carriers, will be equipped with the sprinkler system as original equip-

Top: The hangar deck simulator at firefighting school. Left: Magnesium fire at firefighting school, San Diego.



MB-5 fire truck in action on the flight deck of Independence

ment. Older carriers in the Fleet are being fitted for the system in three increments as they are called in for overhaul.

TECHNICALLY, the distribution medium for the new agent is a fixed, remote-controlled, saltwater washdown/aqueous, film-forming foam distribution system consisting of a combination deck edge/flush deck nozzle arrangement. The distribution system is divided into zones which are, where possible, regular in shape and 10,000 square feet in area. Deviation is, of course, permitted in the way of elevators or catapults and in other areas where undue expense would be involved if an irregular zone boundary were not permitted.

Each flight deck section is approximately 125 feet long and covers approximately half of the width of the deck. The complicated process of drilling through the deck to insert the flush-mounted nozzles necessitates dividing the installation into 3 one-third deck installations spread over three overhauls. Deck edge nozzles are 12½ feet apart along the port and starboard sides of the flight deck, except in the area of the aircraft elevators and the island.

Power for operating each zone is derived from a single vital power panel. Adjacent zones are not connected to the same panel. Duplicate controls are installed in the primary flight control and pilothouse for operation of the remote-controlled operating valve

for the system. In addition to these, there is a remote control station in Flight Deck Control. Thus, zones can be activated individually should a fire erupt in a small area.

The fantail area on the main deck has a separate system with a sprinkling rate of one-tenth gallon per minute per square foot. To accommodate the supply of fluorocarbon concentrate, existing 300-gallon tanks are being replaced with 600-gallon tanks for stowage of the concentrate.

EFFECTIVENESS OF AFFF also has been tested by the Air Force, which reported impressive results. For example, the Fire Protection Training School at Chanute Air Force Base, Ill., conducted several tests which determined that AFFF extinguished the training fires faster than other agents and with less quantity of agent. Also, an F-100 crash overseas saw the resulting fire controlled in 15 seconds with AFFF. When the number one engine pylon separated from a C-5 prior to takeoff, allowing fuel under pressure to free-flow and simultaneously ignite on the runway and left wing, the fire was controlled in one minute.

In a civilian test, the Los Angeles County Fire Department used AFFF to control a furiously burning fire at an industrial plastic plant—the first such use of

AFFF by that department on an actual fire. The battalion chief reported that it took two minutes for complete control of the stubborn fire after conventional tactics had failed to control the blaze.

The development of AFFF was an outgrowth of a recognized need for better agents to control more effectively fires occurring aboard ships as well as those resulting from aircraft accidents at naval air stations. But in another move—this one to prevent fires before they start—the Navy is conducting an intensive drive to eliminate flammable materials and thus reduce fire danger in living spaces aboard its ships.

Target date for completion of the drive is 1976, and if this goal is met, that date will see the complete absence of all wood and wooden sheathing, flammable curtains, draperies, rubber rug matting, rubber-backed carpets and other combustible materials in all living spaces. This will include an absence of foam mattresses, which are being replaced by those made of neoprene.

TO DETERMINE what is “nonflammable” and what is “flammable,” the Navy uses the radiant panel test, one of the methods which engineers use in measuring the spread of flame. In this test, red oak lumber is assigned a value of 100, while asbestos board is given a value of zero. A material which has a value of 25 or less is considered nonflammable.

Vinyl floor tile in use in millions of American homes and offices has a value of 65 in the radiant panel test, but the tiling used by the Navy has a value of nine. The fibrous glass carpeting to be used by the Navy in such locations as the crew's lounge, libraries and some mess spaces has a value of zero; happily, this carpeting comes in a wide range of colors and textures.

Curtains and draperies used by the Navy are made of nomex, a material which has a value of eight or nine and which was originally developed some years ago for use in the manufacture of suits worn by air crews. It, too, comes in a nearly endless variety of color combinations and textures. Nomex's best known civilian use is probably in the manufacture of ironing board covers, although it is also used to make the bed garments in some hospitals.

IN ITS EFFORTS to reduce the amount of flammable material in living spaces aboard ship, the Navy admits that it cannot now envision uniforms and other clothing made of nonflammable material, but it is considering the possible future issue of nomex garment bags for storing uniforms, besides sheets and pillow cases of the same material.

Those are just a few of the Navy's efforts to reduce fires and the dangers from fires on board its ships. The Navy is consistently working toward the day when fire will no longer be Public Enemy Number One at sea.

—JO2 Jim Stovall



Top: Fighting fire aboard USS Forrestal, 1967. Center and right: USS Independence (CVA 62) and USS Ranger (CVA 61) testing their sprinkler during underway training.

NATO Exercise "Rum Punch"



DIFFERENT SHIPS, different navies—but all with the same purpose. That was the theme of a recent North Atlantic Treaty Organization Amphibious Task Force training assault landing conducted on Vieques, Puerto Rico. Five British and four U. S. Navy ships supported a joint U. S.-United Kingdom marine landing force.

Exercise "Rum Punch" was designed to create a NATO type situation in which a member country requests assistance in stopping border violations. A NATO "show of force" combined with amphibious landings is the NATO response.

Weeks of planning and coordination by British Commodore Halliday, Commander U. K. Amphibious Group, and U. S. Navy Captain K. J. Carroll, Commander, Amphibious Squadron 10, resulted in a precision operation. Like in a well-rehearsed play, every element of the task force was there with support at the exact time needed.

AMPHIBIOUS TANKS loaded with U. S. Marines were offloaded into the sea from *uss LaMoure County* (LST 1194). They were the first land forces to hit the beach. U. S. Marines also climbed down cargo nets from *uss Francis Marion* (LPA 249) into waiting landing craft to form the second force ashore.

HMS Bulwark (R 08), a British helicopter carrier, launched Royal Navy helicopters loaded with British

• British and U. S. Navymen and Marines take part in the joint NATO exercise "Rum Punch" at Vieques, P. R. *HMS Bulwark* (R 08), top left, and *USS Francis Marion* (LPA 249), right, were among the five British and four U. S. ships participating.

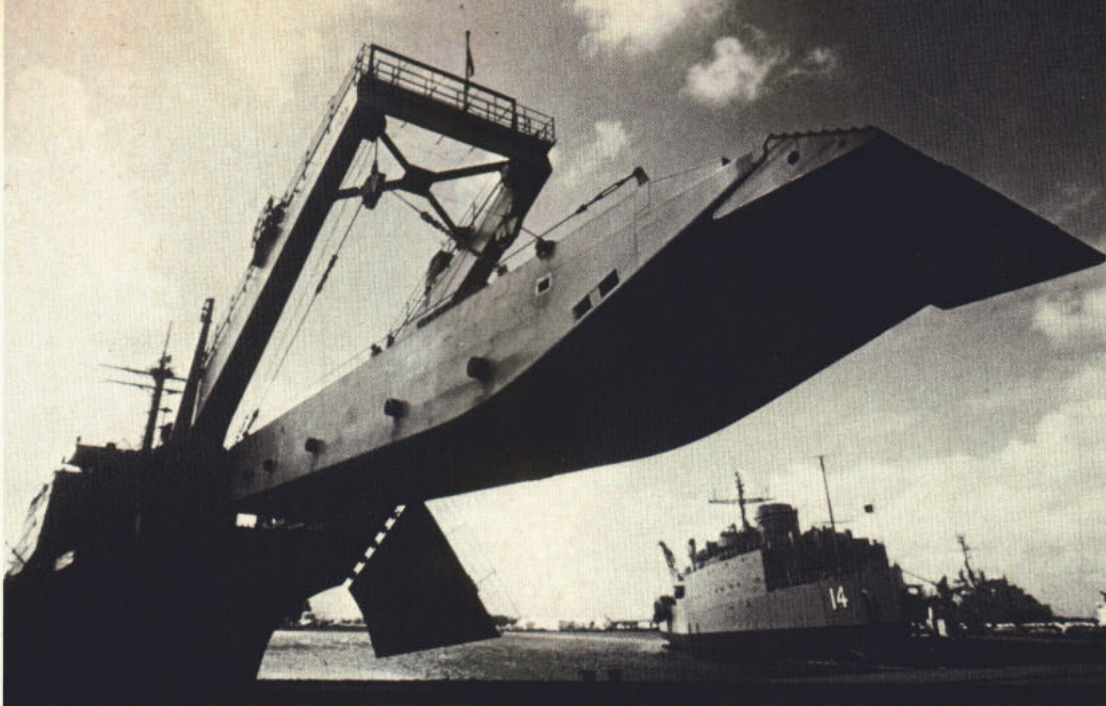
Marines. They formed the vertical assault force that landed one mile from the beach. Supplies and small support vehicles were constantly ferried ashore by the Royal Navy throughout the assault. Both U. S. and British landing craft brought heavy support equipment to the beach once it was secured. Tanks, trucks, jeeps and more men were brought ashore to support the operation. The Task Force continually supported the landing force with gunfire, aerial reconnaissance and communications during the four days the landing force was on the beach.

With joint realistic training such as "Rum Punch," NATO forces will continue to be effective and efficient. New concepts and techniques are shared by participants and tried during these exercises. They result in constant improvements and capabilities within the NATO community.

—Story by PHC C. L. Bassi

—Photos by PH3 A. M. Page, PHAN T. L. Blassingame, and PHC Bassi





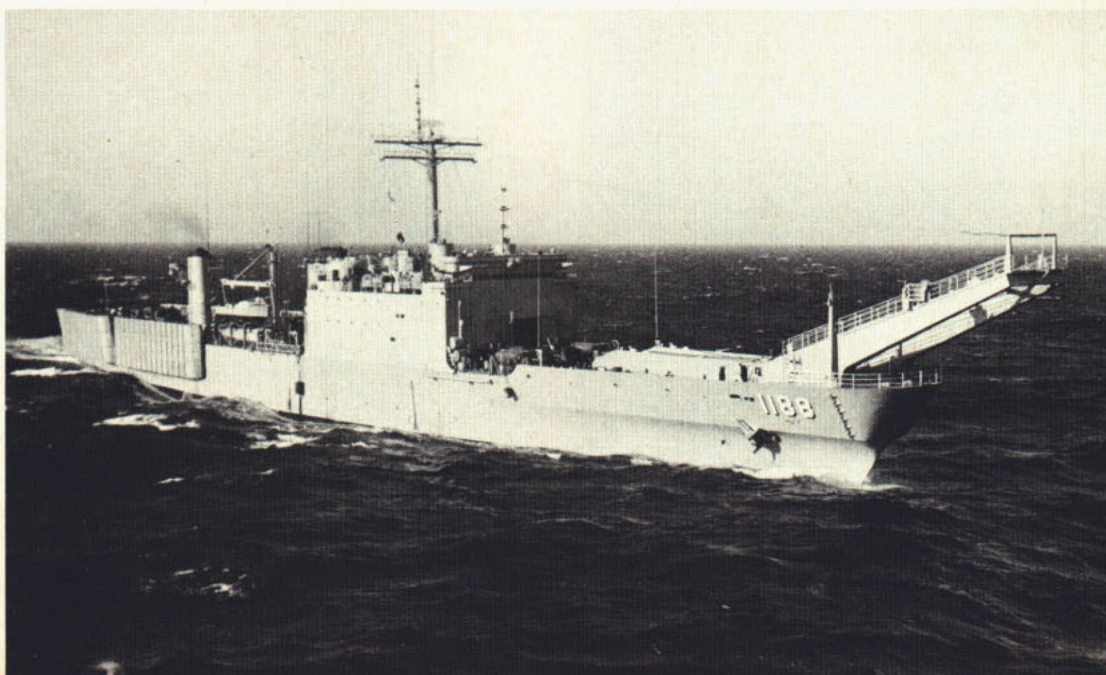
USS Saginaw (LST 1188)

THIRTY-FIVE CENTURIES ago the Egyptians introduced amphibious warfare to the world by transporting their soldiers across the seas.

The history of amphibious operations is a chronicle of the very evolution of warfare—from the first landings on British shores by the Romans in 55 B.C. to the modern day operations of combined air cover and shore bombardment.

USS *Saginaw* (LST 1188), homeported at Little Creek, Va., is the latest design in amphibious technology. She is one of the new tank landing ships designed to replace the World War II bow door LSTs.

Amphibious sailors of a couple of decades ago would hardly recognize today's LST. Unlike the tank landing ships of World War II design, with bow doors that swing open to discharge their vehicular cargo, today's LST—capable of carrying a load of 29 tanks—





offloads its vehicles by a ramp that extends from the bow, over the shallow water's edge to the beach.

Named after the county seat of Saginaw, Mich., this vessel is the second U. S. Navy ship to bear the name. The first *Saginaw* was a 153-ton sidewheel steamer that saw service in the late 19th century.

The present *Saginaw* was commissioned on 23 Jan 1971 at Long Beach, Calif.

Saginaw's first fleet operation was the cold weather exercise "Snowy Beach" last winter off the coast of Maine, recalled CDR David W. Moore of Salem, Va., her commanding officer. The operation was the first of its kind since the Korean conflict.

Saginaw then sailed for the warmer waters of the Mediterranean. The travel-minded Navyman would describe the cruise as "a dream come true." During the six months in Europe, *Saginaw* visited ports in

Greece, Italy, France, Spain and Turkey.

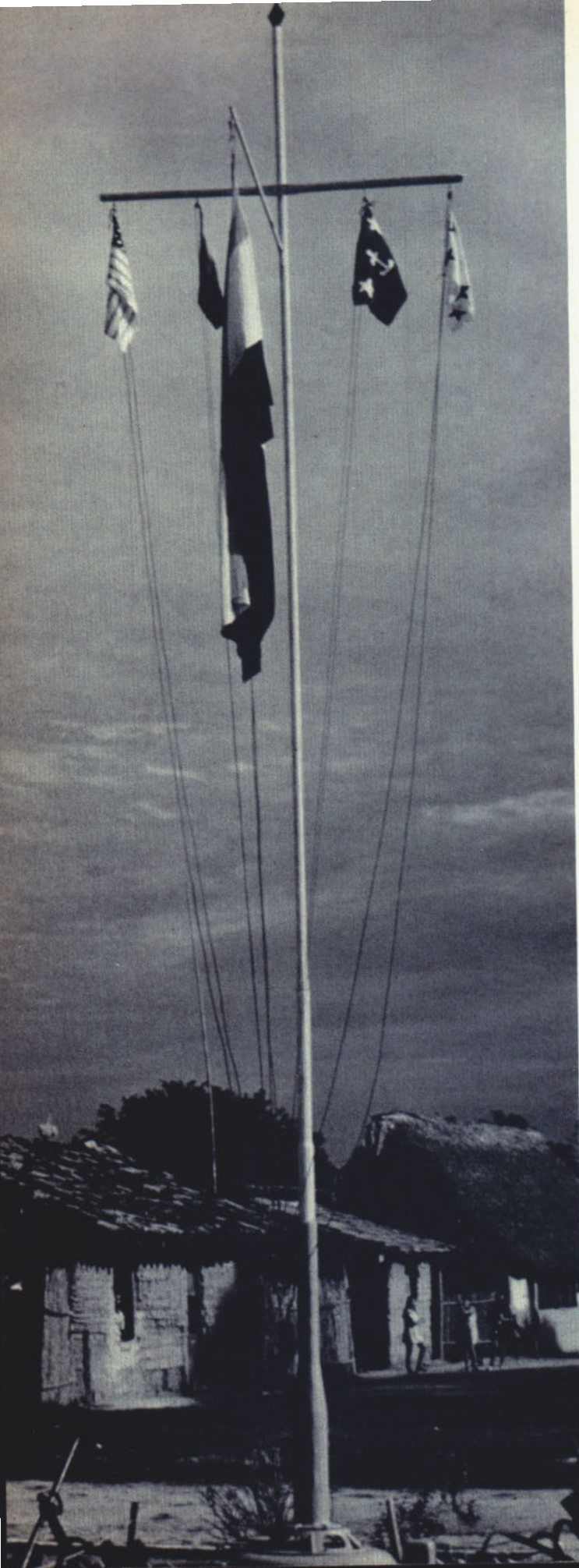
SAGINAW has the same mission as older LST type ships—to transport and land amphibious vehicles, tanks and combat vehicles. However, because of increased size, speed and armament she is more capable of accomplishing this mission.

The most distinctive feature of this 522-foot-long ship is the newly designed ramp/derrick system. The ramp extends out like a steel tongue enabling the ship to unload her payload directly to the beach.

Since the days the Egyptian kings waged the first amphibious operation to the modern assaults by sea and air, the amphibious Navy has always played an important role in national defense.

—PH1 John Francavillo, USN





THE BOLIVIAN NAVY



BOLIVIA—an inland nation in the heart of South America—is a country of extremes ranging from the high and barren Andes in the west to the lowland jungles of the “Beni” in the east. It is a country in which one might think there would be no navy, and certainly no U. S. Navy interest. But there is a Bolivian Navy and the U. S. Navy has been helping it to help itself. This is a story about just one project area of U. S. Navy Civic Action assistance to small navies of developing countries.

To a small group of U. S. Navymen, Bolivia is now well known and becoming even better known through a cooperative program in which U. S. Navy sailors work hand in hand with the Bolivian Navy.

This landlocked nation has a navy because it also has the highest large navigable lake in the world, Lake Titicaca, high in the Andes nearly two and a half miles above the level of the Pacific Ocean. In its jungle interior, it has a system of riverways which are its only means of surface transportation and communication.

The small but spirited Bolivian Navy is waging a particular kind of war—one against disease and malnutrition. It has been charged with spearheading aid to much of the Lake Titicaca region and also the vast, river-laced tropical lowlands east of the Andes. Efforts include medical and public health assistance, keeping river channels open for commerce and conducting a constant campaign against illiteracy.

POTENTIALLY one of the richest South American countries in minerals and other natural resources, Bolivia at this time is still one of the poorest. It needs help and know-how in its efforts to provide medical assistance and training for its people.

That's where a select group of U. S. Navymen enter the scene.

When the Bolivian Navy appealed for assistance to the U. S. Ambassador and, in turn, to Admiral Elmo R. Zumwalt, Jr., CNO, the U. S. Navy responded in what has become a typical example of civic action assistance. In joint cooperation with the U. S. Navy, American Embassy and U. S. Agency for International Development, the Bolivian Navy sponsored the construction, by the local people, of four strategically located shore dispensaries around the Lake Titicaca area. A mobile medical barge was also constructed and put into operation to serve the people in villages located in still more remote areas.

The story of that barge is one small sample of joint cooperation between the U. S. and Bolivia. To augment the Bolivian Navy's limited construction skills, the team of 22 U. S. Navy Seabees was sent to that country for a period of three months. There, in the rigorous environment of Lake Titicaca, the Seabees worked shoulder to shoulder with Bolivian manpower to construct the barge.

Left: Bolivian and U. S. Naval personnel at Copacabana, Bolivia, prepare for dedication ceremony of joint medical project. Far left: The flag of the U. S. flies beside that of Bolivia at the Loma Suarez Naval Base.

With a surplus Navy pontoon as the hull, the diesel-powered barge is a self-sufficient floating dispensary complete with a variety of medical and dental equipment. Since its commissioning last fall, it has been making regular trips around the Bolivian periphery of Lake Titicaca. Manned by a physician, dentist, nurse, X-ray technician, medical aide and medical social worker provided by the Bolivian Ministry of Public Health, and with an operating crew made up of two officers and seven enlisted men of the Bolivian Navy, the medical barge, named *Julian Apaza*, is helping to close the development gap for almost a quarter of a million people.

THE BOLIVIANS OBVIOUSLY BENEFITED—but so did the U. S. Navy whose experience in this case is typical of a whole program of civic action assistance. The Navy has found a way to use peaceful means to help others and in the long run help itself. Now a special office under the Chief of Naval Operations, headed by the Civic Action Program Manager, coordinates assistance projects between the U. S. Navy and the military of a requesting country and its civilian population.

Such help to other nations can be pursued anywhere—at times on the coastlines, but as often as not, inland. Rivers and lakes may provide the settings for many of these projects, especially in smaller nations where these waterways are vastly important.

For instance, the annual rise and fall of the rivers in Bolivia present another problem, which also is being solved with the help of the U. S. Navy. When the mountain snows melt and the water levels in the lower rivers naturally rise each year, the powerful current tears along the shoreline and sweeps up many fallen trees and other debris.

WHEN THE CURRENT SLOWS, these tree trunks become embedded in the bottom of the rivers and the result is that the rivers become difficult, if not impossible, to navigate. Since rivers are often the only source of contact between the outside world and the more remote regions of the nation, their importance cannot be overestimated. Often, too, these rivers provide the only feasible means of travel to and from interior areas.

An eight-man detachment of U. S. Navymen was deployed to Bolivia to help clear one of the most important rivers, Rio Ichilo. Using a variety of equipment, the U. S. Navy SEAL Team “frogmen” taught the Bolivians diving and underwater explosive techniques to blast trees out of the water. Before long the Bolivians not only had clear sections of the river but more importantly perhaps, they also had the technical knowledge to deal with clearing remaining obstructions from this and other rivers in the future.

HELPING PEOPLE help themselves is the whole thought behind Civic Action. The Navy has conducted—and is conducting—programs which have

built health facilities, public sanitation and water supply systems, schools, public housing, utility networks, roads and bridges and even given instruction in personal hygiene and preventive medicine, along with teaching basic reading and writing, agricultural subjects and vocational procedures.

"U. S. Navy Civic Action assistance is aimed at developing the self-help capacity of a foreign navy to conduct its own programs of self-help development among civilians in its country," says Lieutenant Commander T. H. Oswald, Jr., an assistant in the Civic Action office in the Pentagon.

"Translated into everyday language, Civic Action is a people-to-people program between the military of a country—the army, the navy or the air force—and the civil population," he adds.

"U. S. Navy Civic Action is pursued in whatever regions of a country are assigned to its own Navy for Civic Action responsibility. This may be along coasts, or in more cases than may be readily apparent, deep inland along the rivers and large lakes."

Civic action is in many ways different from a lot of the projects undertaken by members of the U. S. Navy. Civic action projects are not just community relations-oriented—in other words, it's not just painting an orphanage or building a schoolhouse to win friends in a particular community. Civic action assistance attempts to foster the civilian support of local populations for the navies of their own countries. Consequently, on most projects the U. S. Navy tries to maintain a low profile.

THE PROJECTS UNDERTAKEN by Civic Action are not funded by the U. S. Navy. Rather, the Navy donates only technical assistance and some manpower—funds for materials and U. S. Navy "out-of-pocket" operating expenses come from a number of different sources, such as the Military Assistance Program, the Agency for International Development and foundation or private fund grants.

Nor is Civic Action classed as a program of "military assistance." Most of the work is aimed at "peace-building" assistance in the social and economic development of the country being assisted. Giving a ship or a weapon to another navy isn't what Civic Action is all about.

One other characteristic of Civic Action is its "by request only" nature. While countries are made aware of the capabilities of the U. S. Navy through Civic Action, project proposals must begin with an idea that is forwarded by the benefiting country itself.

The whole program of civic action assistance in South America was initially started some 13 years ago upon a request from Chile. In 1960, a series of devastating earthquakes assaulted the coasts and mountains of Chile, spreading death and destruction in almost unbelievable proportions. Part of that damage extended to the small coastal town of Talchitano, where two wharves at the Chilean Naval Arsenal and Shipyard were downed by the tremors.



Top: A local boat on the Rio Ichilo. Above: Bolivian Navymen prepare for inspection outside their barracks. Right: The eastern river region, the "Beni."

IN EARLY 1961, the Chilean government asked for help in rebuilding these wharves under the United States Military Assistance Program. Navy engineers took a look at the damage and then planned repairs.

In July of that year seven Seabees—one officer and six enlisted men—were deployed to Talcahuano as the first Seabee Technical Assistance Team. The concept of military assistance, though certainly not a new one, had for the first time been put into systematic operation, putting to use the team's skills in practical diplomacy.

The job took nearly two years. The United States Navymen were supposed to provide only supervisory help, but on the scene they saw need for their muscles as well as their brains. When the project was completed, they left behind a corps of highly trained Chilean workers who were then able to teach some of their countrymen what they had just learned. Even today, people in Talcahuano remember the Seabees.

Civic Action is really only one of a number of programs established by the U. S. Navy—under the Politico-Military Policy Division of CNO's office—to assist developing nations. Others such as Operation Helping Hand, Buddy Base, Vietnamese Sister Ship Program, and Project Handclasp, are under the direct coordination responsibility of the Civic Action Program Manager, Captain R. L. Stewart, USN.

SOME OF THE OBJECTIVES of all these programs are obvious. Demonstrating the U. S. Navy's sincerity in working for peace, training its own men to work in foreign environments, improving the welfare of foreign countries and giving training to foreign personnel are all a part of the goals of civic action assistance. But there's a lot more to it than that. In the long run, the Navy hopes to do at least four things with these programs:

- Increase the prestige of foreign navies as they receive credit among their own people for completed

Civic Action efforts;

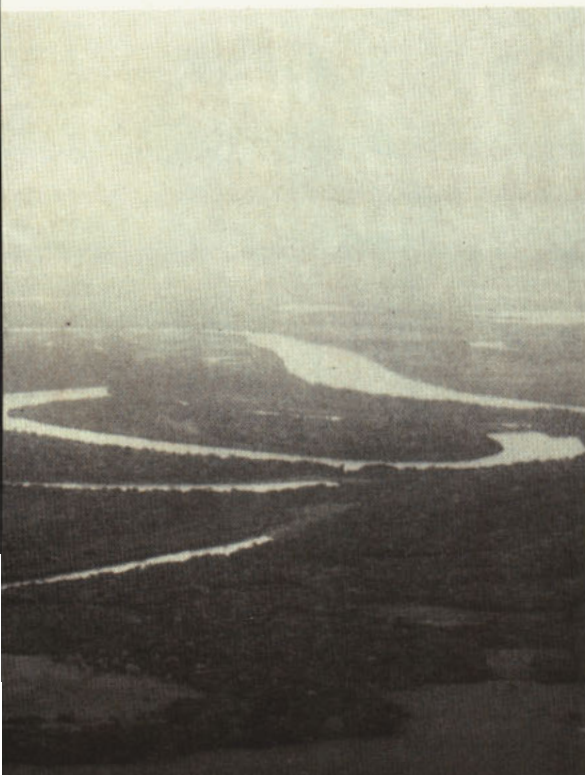
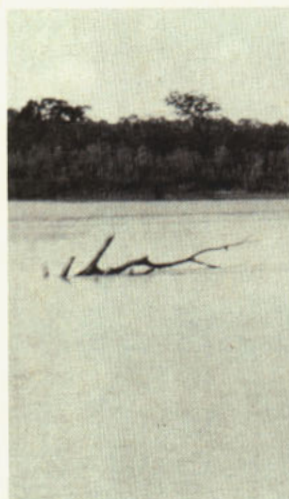
- Elevate the self-esteem and basic worth of the developing navies, along with improving specific areas of morale, recruiting and budgetary support;

- Increase the worldwide capacity of navies friendly to the United States and;

- Reduce the foreign operational commitments of the U. S. Navy as friendly navies become stronger.

As an offshoot of Civic Action, Operation Helping Hand got its start in the Republic of Vietnam in the fall of 1969 when Admiral Zumwalt, then Commander of U. S. Naval Forces there, instituted it to improve extremely poor living conditions of the Vietnamese Navyman. It assisted the Vietnamese Navy in the construction of basic housing and also provided additional protein foods to supplement the diet of the sailor and his family.

Below, left: Navigational hazards in the Rio Ichilo. Below, right: Removing the hazards with underwater blasts. Bottom: SEAL divers train Bolivians in channel clearance.



ANOTHER IMPORTANT part of this program was to establish livable communities for widows and orphans of deceased Vietnamese veterans and for wounded Vietnamese Navy veterans, so that they could have the hope of becoming productive members of society in a postwar climate.

Operation Helping Hand numbered among its many accomplishments 240 animal husbandry projects, 25 agronomy ventures, a fishing program, a vet-

erans' rehabilitation center, upgrading of 8000 housing units and 43 community centers. These all achieved a reduction of the Vietnamese Navy's unauthorized absenteeism level from 6.2 to 1.5 per cent.

One of the oldest programs is Project Handclasp. Since 1958, this program has distributed thousands of tons of privately donated commodities to needy recipients in all parts of the world. The Navy's part in Project Handclasp has been to provide space-available transportation for distribution of these goods.

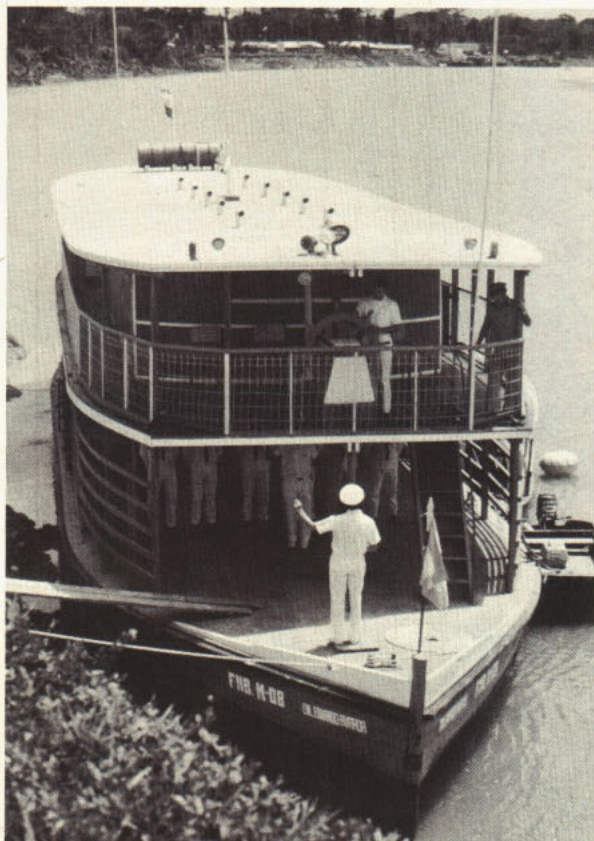
All of these projects needed more help than the U. S. Navy alone could provide. So soon after the start of Operation Helping Hand, a number of American civilians living and working in Saigon formed the Helping Hand Foundation. This foundation soon enlisted supporters among interested businessmen and community leaders in the States. Now that American presence in Vietnam has ended, the Helping Hand Foundation has turned to other geographical areas of the world.

CIVIC ACTION has taken part in projects all over the world. At the time that a Seabee team was helping rebuild the wharves in Chile, another team, numbering 22 Seabees this time, assisted Haiti in rehabilitating a municipal pier at Port-au-Prince. These men also performed electrical and mechanical repairs at charitable institutions, and provided technical assistance and training, as well, to the Haitians whom they were aiding.

From 1962 to 1965, a 10-man Seabee team estab-



Above: Medical station constructed with U. S. assistance. Below: A Bolivian Navy riverboat. Right: Medical barge under construction. Far right: Christening and dedication of the barge



lished and operated a Skilled Manpower Development Center in the Dominican Republic. The team, there, provided extensive training in the maintenance and operation of diesel and electrical powerplant equipment and also trained teachers in an effort to carry on at the center when the U. S. team left.

Three other countries—in Africa: Liberia, Upper Volta, and the Central African Republic—were the beneficiaries of this same kind of help during the years from 1963 to 1966. Seventeen Seabees spent this time showing citizens how to operate and maintain automotive and construction equipment. They also taught road construction techniques and road grading procedures.

FLOODS ARE KNOWN the world over, and Civic Action has had a number of opportunities to give help to flood victims. Flood control was the main goal of a team of 34 Seabees who went to the Central American nation of Costa Rica in 1964 and 1965. They helped construct dikes around the city of Cartago, but like other Civic Action teams, their task was also to train Costa Ricans in the operation and maintenance of the heavy construction equipment.

In 1972 as America was experiencing some of the worst flood disasters in her history—so was the Republic of the Philippines. Seabees and underwater demolition team members rendered extensive disaster recovery assistance to several flood-ravaged communities in that country.

Previously that year—and the year before—Navy un-

derwater demolition teams provided continuing assistance to various coastal communities in the Philippines by using their skills to remove coral, rock, and sand obstructions to navigational channels.

WHERE will Civic Action go in the future? A lot of places.

One of the sample projects Civic Action is considering is a navy Children's Clinic in the Dominican Republic. The clinic is now providing what help it can to the most needy patients, but it lacks adequate materials for dental care and resources to provide needed medication to counteract anemia, and intestinal parasites, to name the most common local ailments. The clinic does not have adequate resources for effective inoculation, and preventive medicine and dental programs.

There are literally hundreds of projects like this one that could use the help of Civic Action Assistance. The U. S. Navy can't get to all of them, of course, but depending on the resources at hand, it can do a great deal. The Helping Hand Foundation is still raising money for these projects and individual contributions can be sent to Helping Hand Foundation, Suite 350, 1700 Pennsylvania Avenue, Washington, D. C. 20006.

Civic Action has the philosophy that goes something like: "If you give a man a fish, he will have a single meal. If you teach him how to fish, he will eat all his life." Civic Action people are in the business of teaching people how to fish.

—JO2 Jim Stovall





FRENCH bagpipe band from Lann-Bihou during practice; ships include the French ship AE Protet, the Soviet Skritniy and the Indian cruiser INS Mysore.



ETHIOPIAN Emperor Haile Selassie.



SOVIET RADM Krugliakov aboard Skritniy.



ENGLAND'S Princess Anne.



SOVIET sailors talk with U. S. sailors aboard the La Salle.

WHEN ETHIOPIA graduates her naval cadets, the ceremony takes on the air of an international naval pageant. Maritime powers and other nations, at the invitation of the world's senior head of state, His Imperial Majesty Haile Selassie I, send representatives to the port city of Massawa to attend the affair. This year, countries represented were: the United States, Great Britain, France, the Soviet Union, Iran, India,

ing 11,000 tons and armed with 9 six-inch and 8 four-inch guns. Sudan sent two gunboats, *Al-Frasher* and *Al-Khartoum*, and the Imperial Ethiopian Navy was represented by its entire fleet, led by the flagship *HMS Ethiopia*, a former U. S. seaplane tender.

It was into this gathering that the 14,000-ton *La Salle* steamed, her structure rising some 75 feet above the waterline. The contrast between her and the other

Sailors from eight navies participate in Ethiopian Navy Days

Sudan, The Netherlands, West Germany, Norway, Italy and, of course, Ethiopia. The first eight nations were represented by naval commands, among which was the command flagship for the United States Middle East Force, *USS La Salle* (AGF 3).

For four days, the guest countries participated in what is called "Imperial Ethiopian Navy Days"—the only international review still held regularly.

The schedule called for a day of formal calls, receptions and ceremonies; a full day of competitive sports; graduation day with its six-hour display of massed bands and precision drills; and "Sea Dog Day," a morning and afternoon of underway operations in which all the participating ships from the visiting countries pass in review, fire salutes to the Emperor, and observe a demonstration of tactical maneuvers by the Ethiopian Navy.

DURING the course of *La Salle's* visit, she welcomed on board numerous dignitaries, including the Emperor, Princess Anne of Great Britain, several ambassadors, and six admirals. Her crewmen had the opportunity to tour other visiting ships—including a Soviet guided missile destroyer—and to swap both sea stories and souvenirs with their foreign counterparts.

Besides *La Salle*, the international armada consisted of Great Britain's *HMS Antrim* (D 18)—see the February 1973 issue of *ALL HANDS*—a 6000-ton guided missile destroyer of the U. K.'s *County* class; while France sent *Protet* (F 748), a 2000-ton dual-purpose diesel-driven frigate, and *La Combattante* (F 730), an experimental patrol craft designed to carry France's powerful new surface-to-surface missile, the *Exocet*. The Soviet Union was represented by *Skritniy* (DDG 447), a 3800-ton *Kotlin* class guided missile destroyer. From Iran came *INS Saam* (DE 12), a new 1300-ton British-built, all-purpose frigate designed to attain speeds of up to 40 knots using her diesel and gas turbine engines. (*Saam* is armed with surface-to-surface and surface-to-air missiles in addition to her anti-submarine warfare mortars and rapid-fire gun mounts.) India was represented by *INS Mysore* (C 60), a former *British Colony* class cruiser displac-

ing 11,000 tons and armed with 9 six-inch and 8 four-inch guns. Sudan sent two gunboats, *Al-Frasher* and *Al-Khartoum*, and the Imperial Ethiopian Navy was represented by its entire fleet, led by the flagship *HMS Ethiopia*, a former U. S. seaplane tender. It was into this gathering that the 14,000-ton *La Salle* steamed, her structure rising some 75 feet above the waterline. The contrast between her and the other participants was striking and she may have appeared out of place at first sight; however, she soon proved her suitability for her diplomatic mission. Invitations were issued to the other navies to come on board for lunch and tours of the ship. As a result, some 50 men showed up each day—officers, chiefs and nonrated—to try out the ship's Ney-award winning mess and to tour her modern facilities.

WHEN PRINCESS ANNE and Emperor Selassie paid visits to the flagship, they too appeared impressed by the ship's mess decks, modern medical and dental facilities, well-equipped television studio, weather satellite receivers, new ship's store and appearance. The general tours continued through Sea Dog Day when more than 150 guests boarded the ship to watch maneuvers underway and were treated to a buffet luncheon and a U. S. Sixth Fleet Band concert that afternoon.

Both on and off the ship, *La Salle* crewmen were active in festivity events. The ship's honor guard paraded several times for royalty and also for the military review at the Imperial Naval School graduation ceremonies. A marching unit, together with others from each ship—plus a large contingent from the Italian Navy—also took part in the evening tattoo ceremony. In addition to music provided by the Sixth Fleet Band, several bands participated in activities, including the Lann-Bihoue French Navy bagpipe band and the Royal Marine Band from Great Britain.

On the lighter side of musical entertainment, *La Salle's* six-man rock band put on several performances during the port visit that included an impromptu evening concert on the pier and a performance on graduation night for sailors of all nations at the Red Sea Rest Center.

All in all it was a busy four-day visit for the Middle East flagship and her crew, an experience well worth writing home about.

—Story by ENS H. Conway Zeigler, USN
Photos by CM2 W. Leighton Clark, IV, USN



*Great Lakes
sailor
and friend
aid
Chicago
policeman*

GETTING INVOLVED!

A HOSPITAL CORPSMAN from the Great Lakes Naval Training Center and his long-time civilian friend came to the aid of a Chicago policeman in trouble recently and possibly saved the officer's life.

Hospitalman Donald G. Smith, a student at the Hospital Corps School, and Jardene Williams, a former classmate of Smith's at Lindblom High School in Chicago, noticed a commotion outside a downtown Chicago steak house shortly after midnight; they witnessed two men beating Chicago police officer Rich-

ard Cosentino of the 1st Police District. One assailant had wrestled the service revolver from the officer and was pointing it at him.

Hospitalman Smith, a student of Kung Fu, a form of self-defense, and Williams, who has a knowledge of karate, each possessed the necessary courage which was needed to get involved and came to the officer's defense. Williams grabbed one of the attackers in a bear hug so tight that he dropped the revolver which Smith quickly recovered. Smith then held the two as-

Facing page: Police Officer Richard Cosentino gives warm thanks to Hospitalman Recruit Donald C. Smith and Jardene Williams for their heroic assistance. Right: The pair receive recognition from local Chicago TV personality Bob Kennedy who presents them both with "We Need More Like You" awards on his show. Below: Smith and Williams gain further fame when they accept Chicago Medals of Merit from Mayor Richard J. Daley.



sailants at bay until patrolman Cosentino shook off the effects of the beating. Other citizens, in the meantime, had summoned police assistance and in very short order both assailants were taken into custody.

THE TROUBLE BEGAN when Officer Cosentino, directing traffic at a busy intersection, heard a commotion at the nearby steak house. Upon investigating, he saw two men arguing with the manager. He ordered them outside, but upon leaving the establishment with them, he was jumped from behind, knocked to the pavement, kicked and punched. It was then that he lost his pistol to one of his attackers. But, at almost that same moment, Hospitalman Smith and his friend, Williams, happened upon the scene. They came to the rescue.

Officer Cosentino spent the night in a hospital, but was not seriously injured. In his official report, filed the next morning, he recommended to his watch supervisor that both Smith and Williams be considered for Chicago Police Department heroism awards.

As a result, Chicago's Mayor Richard J. Daley presented both men with the Chicago Medal of Merit in ceremonies in City Hall on behalf of the citizens of the "Windy City." In addition, the Chicago and Lake County councils of the Navy League proposed that both men be awarded Certificates of Appreciation for outstanding citizenship.

Furthermore, Navyman Smith and his friend Williams were interviewed by Chicago radio and television stations and were presented the "We Need More Like You" awards—small replicas of a Picasso sculpture—from the host of an evening talk-television show. They retold their story to various newspapers and magazines.

After the TV interview, the men of the hour were introduced to Mrs. Cosentino and the five Cosentino

children. "After seeing the wife and children," said Smith, "it was all worthwhile."

As his personal token of thanks, Officer Cosentino treated all concerned to a steak dinner—naturally, in the same steak house where it all began.

—Story by JOCS Bob Williams,
Photos by JO2 Mike Holt





***“I can
tell you,
there is -
indeed -
no place like home.”***

FEW STORIES have ever captured the attention and imagination of Americans like the continuing tale of the repatriated prisoners of war in Indochina. The widespread public concern for their welfare has exceeded every other consideration of the U. S. involvement in Southeast Asia.

It was no surprise then that the return of the former POWs was a dramatic and highly publicized event, with millions of Americans being able to participate through the miracle of satellite television. Seeing the men who had been kept in captivity—some for eight years or more—come off the planes, bouncing down the ramps and snappily saluting the flag and the officers who were greeting them was a highly emotional experience for Americans of many faiths and political persuasions.

There was, of course, more to the story of the repatriated POWs' return than these well-watched television scenes. In fact, months of preparations and hundreds of hours of work on the part of each service went into making the transition from captivity to normal life as smooth and pleasant as possible.

For the Navy returnees, the transition began at Clark Air Force Base, in the Republic of the Philippines, the central processing site for the former POWs. There a Navy detachment of approximately 90 offi-

Left: Former prisoner of war LT Theodore Stier is reunited with his wife, Yolanda, upon his arrival at Miramar Naval Air Station.

cers—most of whom were assigned as escorts to accompany each returnee to the U. S.—and about 15 enlisted men assisted in the processing procedure.

NAVY RETURNEES reacted favorably to the efforts of the Navy detachment which included their escort officers. Upon arrival at the Clark base hospital, the Navy men were greeted by a Navy medical team. "The returnees were genuinely happy to see us," said one staff surgeon.

After their medical examinations the returnees were introduced to their escorts. Walking through all the paperwork, assisting in arranging for phone calls to be placed to the next of kin, and accompanying returnees to the local base exchange added up to a lot of running around, but one of the escorts summed up the feelings of all of them by saying simply, "It's an honor to do it."

Arranging for the tailoring of approximately 140 uniforms was another time-consuming experience, but handled admirably by the supply officers and their assistants. These men searched through more than 390 boxes of uniforms to find the right sizes and matching colors, as well as a myriad of combinations of ribbons which adorned the new uniforms of the returnees.

IT WAS DETAIL like that which went largely unpublicized but which went a long way toward making the former POWs comfortable during their short stays at Clark. They were then flown to the United States to a number of Navy hospitals and bases, generally the ones closest to their homes. These included places like Boston, Bethesda, Jacksonville, Chicago, Memphis, San Diego and San Francisco.

At these places, preparation and attention to detail were immense. Typical of what it was like were some of the experiences of the former POWs at the Naval Hospital, San Diego. There they were reacquainted with American food in a big way through the efforts

of the hospital's food service section.

The section's 192 staff members fixed everything from top sirloin steak to burritos, and all the POW returnees needed to do was ask. The traditional American foods were the most popular with a lot of breakfasts of sausage and eggs; lunches consisted mainly of cheeseburgers and milkshakes.

The former POWs were not restricted to the regular menu at the hospital. Shortly following their arrival, there appeared in their rooms a small white card embossed with the American flag which read, "It is our pleasure to add the following items to our regular menu . . ." and that was followed by a long list, including beefsteaks, hamburgers, milkshakes, banana splits, and even tacos and again, burritos.

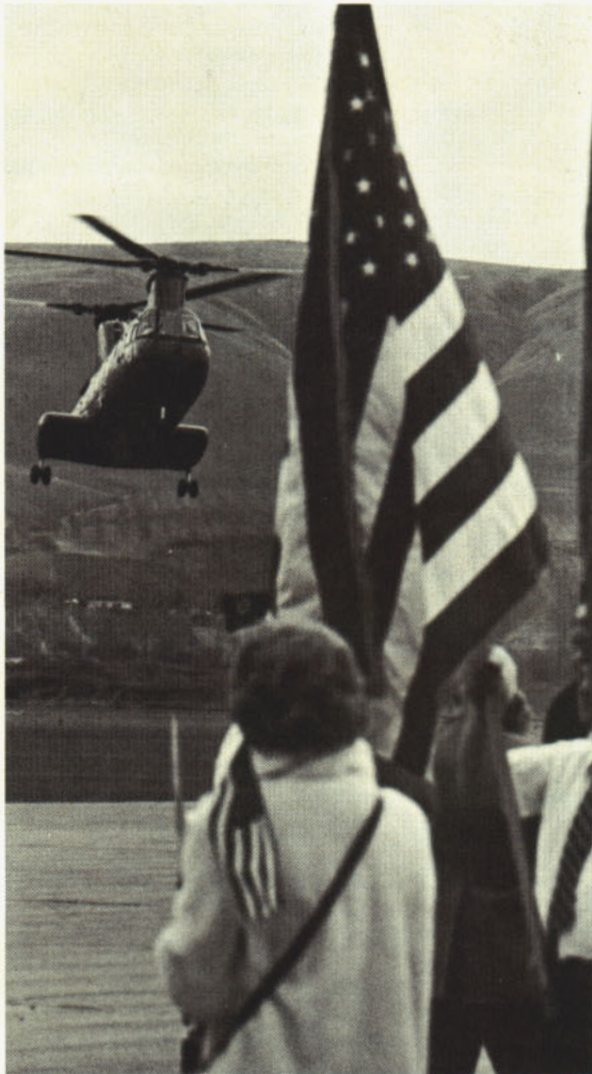
When Commander Jim Hutton requested a banana split to give to his new arriving former POW mate, Captain Harry Jenkins, the food service people went on a search for the necessary materials. "We could prepare any food they desired," Gene K. Halpin, food service general foreman, said. "If we didn't have the ingredients here, we went out and bought them on the civilian market."

ALL THE RETURNEES' meals were cooked in the modern and immaculate hospital kitchen by 39 civilian cooks. They were assisted by military personnel in the dietary kitchen and food procurement sections. Working in three shifts around the clock, food service personnel provided meals for patients in addition to the former POWs. For instance, during the week they provided some 3500 breakfasts.

But a look at the more serious side of the story also demonstrates the many months of work and concern by San Diego and other naval bases for the returnees and their families. Some 80 handpicked San Diego area officers were selected to work as close as shadows with local former POWs and their families.

These people had the official, though stiff-sounding





Left: CACO LT James Larue talks with Mrs. Marjorie Jenkins, wife of a former POW. Above: Former POW LCDR "Skip" Brunhaver arrives home to Yakima Valley, Wash., to be reunited with his family and cheered by the entire town.



title of Casualty Assistance Calls Officer (CACO); they served as the families' official contact with the Navy. The typical CACO was a senior naval aviator with an understanding heart and the ability to get things done within the naval establishment. Local area CACOs in San Diego were appointed at the command level as specified by the Commandant of the Eleventh Naval District headquartered in San Diego. The CACO program was monitored by Commander Jo Ann Watkins, who also serves as director of military personnel for the district.

CDR Watkins said the 80 CACOs in the San Diego area included one officer for each primary and secondary next-of-kin for the former POWs and Missing in Action (MIA) from the Eleventh District. "These CACOs were very busy from the first word that American former POWs were to be released," she said.

"The minimum CACO requirement has been a once-a-month contact with the assigned family, but judging from the success of the program, it is evident that liaison has been much closer than that," she added.

FAVORABLE ENDORSEMENT of the program has been received from those it was designed to help. One such person, Lieutenant Commander Frederick Charles Baldock, Jr., one of the 15 San Diego area returnees, said his parents have had nothing but words of praise for the CACO assigned to them. "This has definitely been a great help to the folks. They can't say enough about the fine job their CACO has done," he said.

All along, the Navy tried to make the returnees feel at "home" but that was a task even the Navy couldn't fully accomplish. There is no substitute for being in the place you were born, grew up, and with your own friends and family. So the Navy did what it could—it got them there as quickly as possible.

The final journey in this long odyssey for many of these men was typical of the one taken by Lieutenant



Commander Richard M. "Skip" Brunhaver, a native of Yakima Valley, Wash. Describing himself as "really just a farm boy," he received a real hero's welcome when he returned there several weeks ago.

Yakima is 142 miles southeast of Seattle, a city of 45,000 inhabitants. The valley in which it is situated is known as the "Fruit Bowl of the Nation," the "Hop Capital of the World," and "The Family Country." LCDR Brunhaver was born there 33 years ago in a little spot called Wapato, and his mother still lives in the area.

THE NAVY *Chinook* helicopter which took him to Yakima air terminal from Seattle touched down in perfect weather one afternoon last March. As LCDR Brunhaver stepped off the chopper, four fighter jets in echelon formation streaked above the terminal to signal the start of his triumphal return to the valley. The city's mayor and other dignitaries, as well as his mother, were there to meet him, along with thousands of flag-waving well-wishers, and the 80-member Wapato High School Band playing "Anchors Aweigh." Across the valley, gongs, sirens, chimes and bells were sounded as a gesture of "the deep gratitude and sympathy for what he has endured."

Brunhaver was held captive by the North Vietnamese for seven and a half years, beginning in Aug 65 when his single seat A-4 *Skyhawk* jet malfunctioned and crashed while on a combat mission from the carrier *Midway*. On the day of his return to the valley, however, the lieutenant commander was a different kind of captive—a prisoner of the adoring crowd which gave him a full-fledged welcome and a parade down the main streets of town.

ANOTHER TRIUMPHAL RETURN was experienced by Captain William P. Lawrence, of Nashville, Tenn. A prisoner since 1967, CAPT Lawrence had been shot down while on a bombing mission over North Viet-



At left: Navy corpsmen process blood samples and perform various other tests at Balboa Naval Hospital where the former POWs were given thorough physical checkups. Right and above: The food service department of Balboa Naval Hospital satisfied any culinary wish that the returning POWs, such as LT David Rehmann (top right), may have had.



nam. The day of his return was tagged "Bill Lawrence Day" in Nashville and was highlighted by an appearance before the Tennessee General Assembly, with Admiral Thomas Moorer, chairman of the Joint Chiefs of Staff, acting as his escort.

The celebration of CAPT Lawrence's return lasted for several days, but during some quiet interludes, he had a chance to reflect with newsmen on his days as a POW. Some of his happiest moments, he said, were the times when he heard American combat planes streaking over his prison camp in North Vietnam.

"You have to understand, I'm a real fierce hawk, so I'm sitting there, cheering like everything. I'm thinking, boy, this is the greatest thing that ever happened since I've been a POW," he said.

CAPT Lawrence told the Tennessee legislators that thoughts of his homeland sustained him through long months of captivity, and he even read them a poem he composed about his native state while in prison. "I was in isolation and solitary confinement, living under very uncomfortable circumstances, and I used to think a great deal about my state of Tennessee," he said.



ANOTHER RETURNEE who thought about home a lot was Lieutenant Commander Joseph Charles Plumb, Jr. And his return home to Kansas City, Mo., was no disappointment either. With everything but their spirits dampened by the rain a crowd of more than 800 people attended the welcome home celebrations of their native son.

"I can tell you, there is — indeed — no place like home," he said. "I want to thank all of you wet, smiling faces for coming out here on a day like this to welcome me home. But I want to thank you for something a great deal more important—for the concern



that you have had for me and for the other men in the prison camps of Vietnam."

LCDR Plumb, of Overland Park, Kan., was the pilot of an F-4 (*Phantom II*) which was shot down in May '67, while on a mission over Vietnam. He is a 1964 graduate of the Naval Academy.

During the celebration, sponsored by the Chambers of Commerce of Overland Park, Kan., Kansas City, Mo., and Kansas City, Kan., LCDR Plumb removed a bracelet bearing his name from his mother's wrist. Sixty persons in the crowd presented him with bracelets which also bore his name.

THESE MOVING MOMENTS were repeated over and over again throughout the nation. The returning prisoners hold a special place in the hearts of many Americans, and many were willing to demonstrate this by wearing bracelets, sending letters, and finally cheering them home.

But the story hasn't ended. For the men who have returned home, some after many years of imprisonment, there will be a period of catching up and readjustment to a changing society and a changing way of life. Some jobs, for example, will have to be learned all over again. This is a future chapter in their continuing story—and it is a part in which a great many Americans will be playing a vital role.

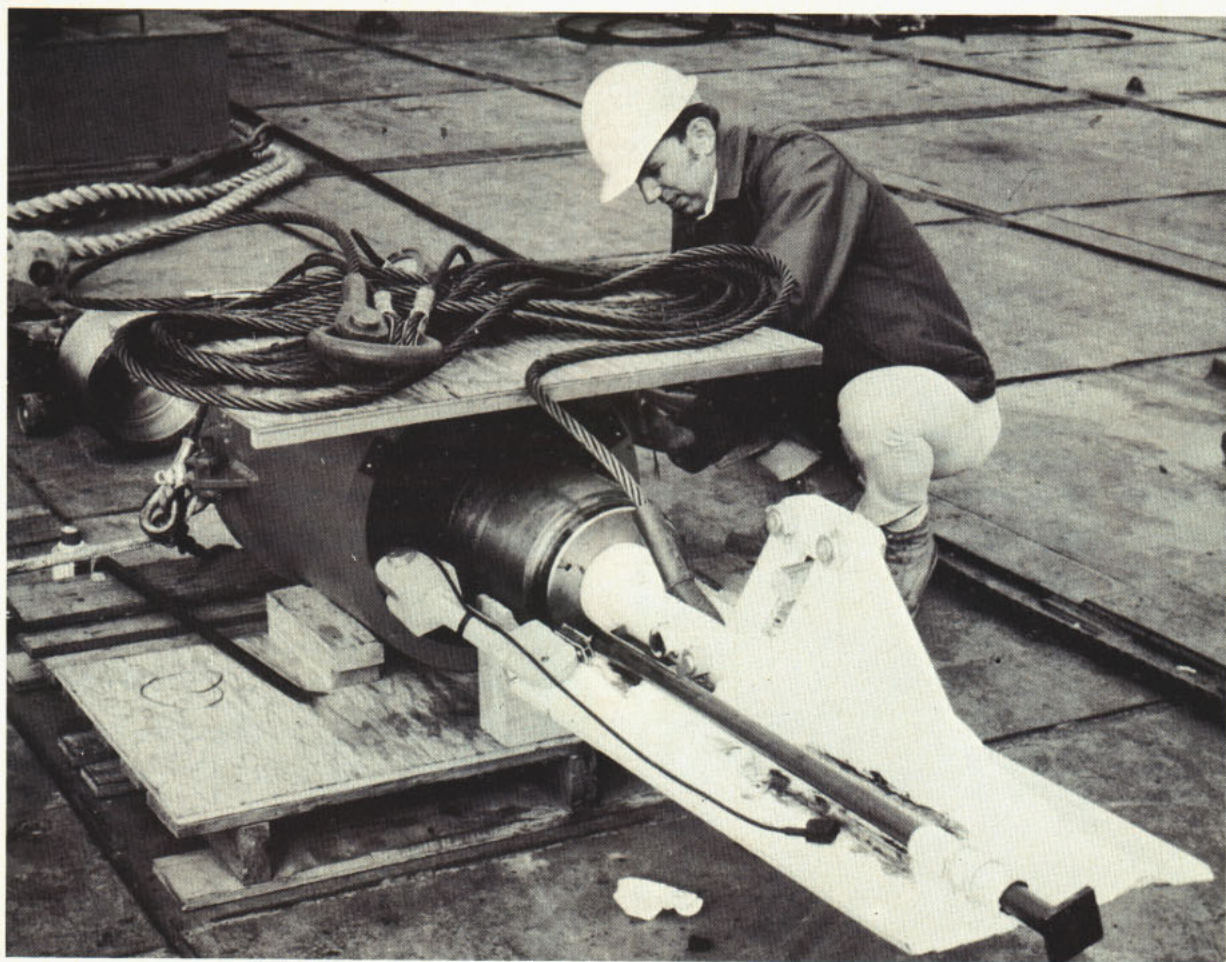
(ALL HANDS is indebted to PH1 Jim Davidson, JOC C. T. Craft, JOC Ely U. Orias, JO2 Jim McHaney, and Bill Preston, a reporter for the (Nashville) *Tennessean*, for the information for this story. Credit is also given to JOCS E. Filtz, PH1 Ken George, PH1 Thom Gardner, PH1 Phillip Morris, PH2 Denny Lawson, JOC Sam Bass, PH1 Davidson, and JOC Orias for the pictures.)

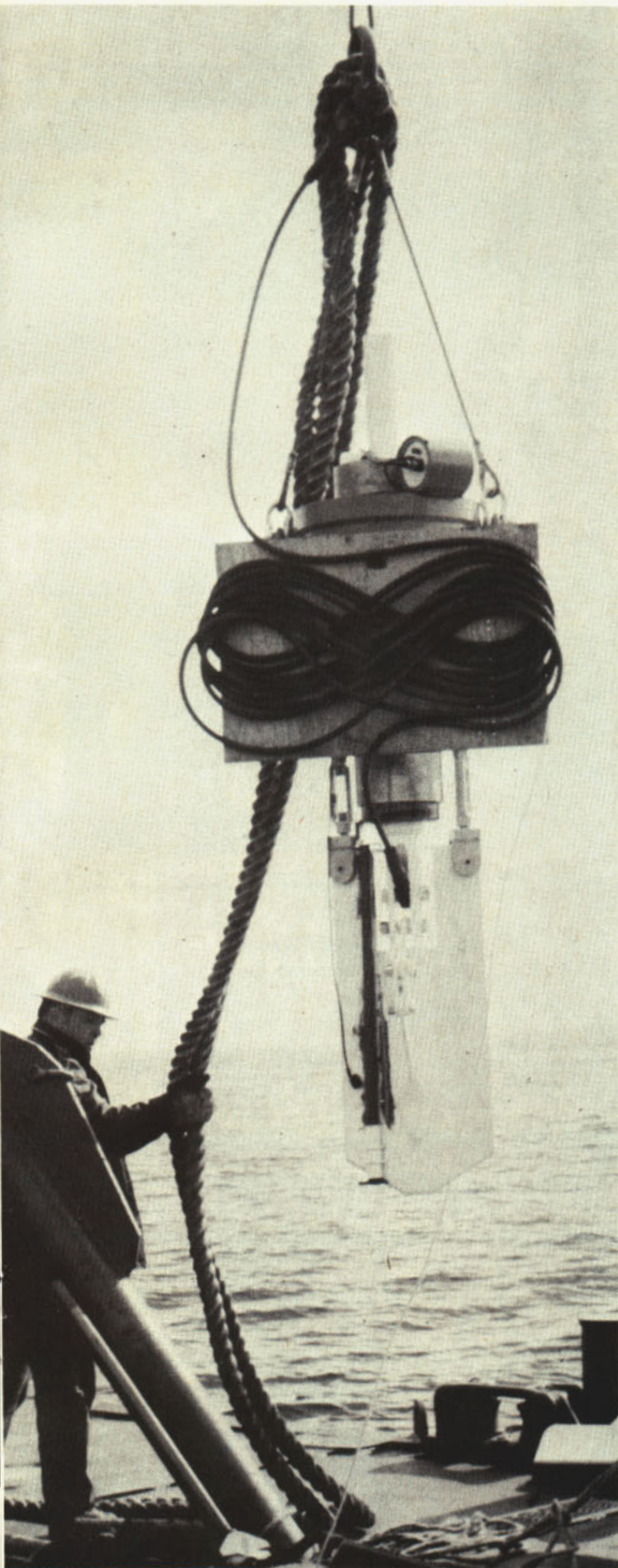


Far left: Little flags and big smiles were everywhere as "Skip" Brunhaver received long-worn POW bracelets. Left: Former POW CDR William Stark is greeted by his mother, wife and daughter, upon his arrival at Miramar Naval Air Station. Below: Former POW LCDR Joseph Plumb, Jr., hugs his mother as he arrives in Kansas City, Mo. and, above, talks to the press after receiving the keys to the city.



ON THE SCIENTIFIC FRONT





New Exploding Anchor has Greater Power and Operating Depth

A NEW EXPLOSIVE ANCHOR has been developed at Port Hueneme's Civil Engineering Laboratory. It will operate at deeper ocean depths and have a greater holding power than explosive anchors now in use. During its first test, a sawed-off surplus Army gun, using a reduced charge, fired the anchor at a speed up to 200 miles per hour to the ocean floor. It buried itself 15 feet into a silt bottom, covered with at least three feet of sand. Maximum speed that can be attained with the new system is 300 miles per hour.

The NCEL design is a direct-embedment array anchor intended to restrain 20,000 pounds over a long term in any kind of seafloor nearly four miles beneath the ocean surface.

Although additional tests are also scheduled, the initial trial indicated the system is workable; achieves acceptable holding capacities in silt seafloors; and assembles quickly and easily. The first trial also showed that the anchor's revolutionary fluke rotates quickly, showing no distress either when penetrating or being extracted from the ocean floor.

The Naval Facilities Engineering Command which sponsored NCEL's work on the project believes the new anchor will be particularly useful in mooring arrays, instrument platforms, buoys, weather stations and research vessels, all of which usually must remain stationary over long periods of time.

Naval Research Chemists Develop Family of Novel Coating Materials

A FAMILY OF NOVEL coating materials similar to polytetrafluoroethylene, the heat resistant familiar material used in cooking utensils, has been developed by a team of chemists at the Naval Research Laboratory. The material is expected to have important military and industrial uses.

The substance may even have medical applications although none has yet been developed or accepted by the medical profession. One such potential may lie in providing protective coatings or moldings for artificial organ implantation in the human body.

Facing page: Project Engineer Robert Taylor makes last-minute adjustments on the revolutionary new deep-sea anchor. Left: The 1800-lb. anchor is lowered to the water for initial sea trials.

on the scientific front

Because of the substance's durability and resistance to seawater, it should also have numerous marine applications in fiber-reinforced plastic composites. In addition, some of the materials may be considered as future lubricant barrier films for complex instrumentation parts because they can withstand higher temperatures than those now in use. Costs would be reduced since the parts could be cleaned without damaging the film.

The new family of coatings may also reduce aircraft maintenance costs since they are readily cleansed of common aircraft surface contaminants and yet will not wash off when planes are cleaned with strong chemical agents.

The product is already being used in the Cornell University Aeronautical Laboratory in its environmental chamber as a protective coating against ultraviolet rays. The substance is resistant to particle generation and is easily cleaned.

The work at Cornell is sponsored by the Environmental Protection Agency and the Office of Naval Research in their continuing search for answers to pollution problems.

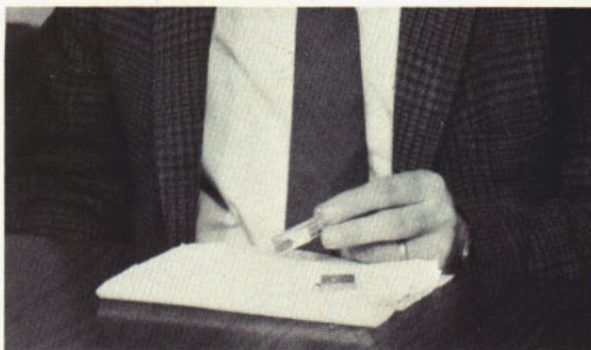
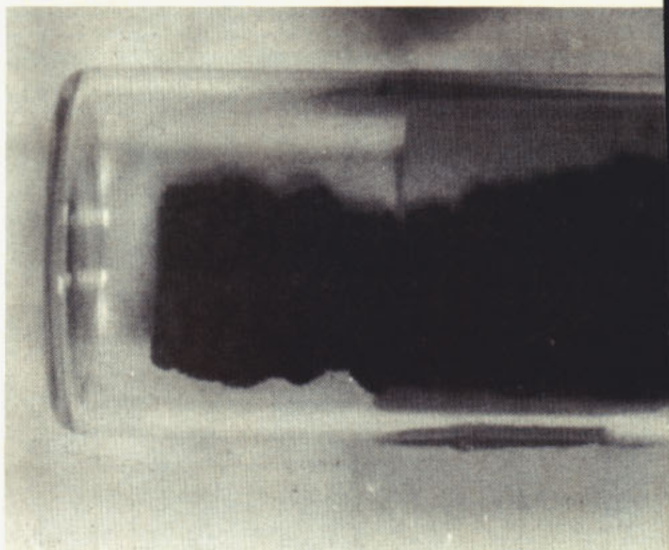
Bunker Hill, No Stranger to Shocks, Subjected to Explosions in Pacific

LAST NOVEMBER, USS *Bunker Hill* (AVT 9) was subjected to a series of underwater tests supervised by Commander, Naval Ship Engineering Command. The tests, which conformed to environmental impact regulations and were coordinated with the California Fish and Game Authority and the U. S. Coast Guard, were to obtain data concerning the effects of underwater explosions on naval ships. The effects of the test charges were limited to the immediate area of the ship which was in 600 feet of water about 60 miles off the California coast.

The explosions were not intended to sink the almost 30-year-old *Essex* class carrier, which later was towed back to San Diego and turned over to the Mothball Fleet.

Bunker Hill is no stranger to shocks. Her combat experience reads like a history of the Pacific Theater during World War II. Her airmen were specialists in pursuing and hitting enemy targets in pre-dawn raids—a practice which earned *Bunker Hill* the nickname of "Gray Ghost."

On 11 May 1945, the carrier was struck by two Japanese kamikaze planes which inflicted severe damage upon her. Despite her wounds, however, she steamed to Puget Sound Naval Shipyard where she was decommissioned at the war's end.



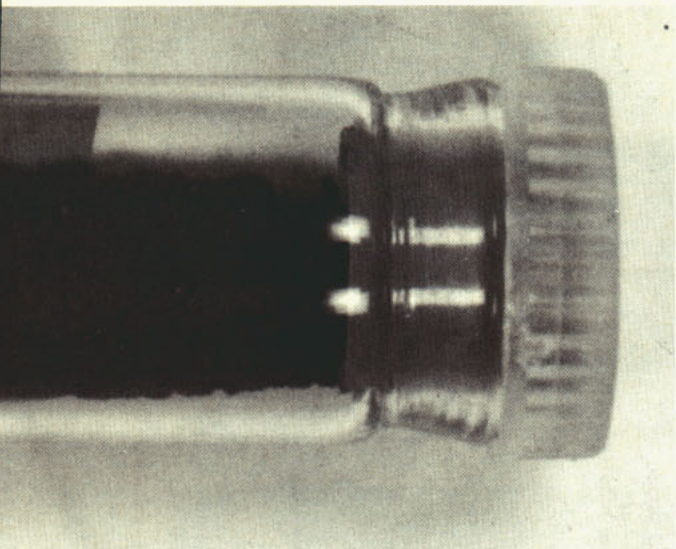
Naval Weapons Lab Investigates Magnetic Properties of Lunar Soil

A FEW GRAMS of lunar material brought back by *Apollo 16* astronauts were scheduled for bombardment by shock waves at the Naval Weapons Laboratory at Dahlgren, Va. The purpose: to help determine what effect shock may have had on the magnetic properties of lunar soil.

Most scientists agree that the moon does not possess two distinct magnetic poles as does the earth. Nevertheless, lunar soil does exhibit permanent magnetic properties which could have been acquired in a variety of ways.

By generating small explosions, the tests conducted at Dahlgren may determine if the magnetic properties of the lunar soil sample could have been acquired when meteors impacted on the moon, or whether the moon may once have had a magnetic field of its own similar to that found on earth.

Four such experiments have been conducted. Preliminary results prove that the material could have lined up with lunar magnetic fields after meteoric impact. However, it will be a long time before it can be



Above and left: A half-gram sample of the lunar soil used by scientists in tests to determine its magnetic properties. Right: The acrylic-hulled submersible NEMO gives its occupants an unobstructed view for studying sharks under the surface.

determined whether the moon possessed a magnetic field like the earth's.

Such factors are important to help understand the origin and evolution of the solar system.

Degree Candidates at PGS Monterey Test Seals for Surface Effects Ship

AIR SPRING SEALS for a 2000-ton surface effects ship are being tested at Monterey's Naval Postgraduate School by candidates for a master's degree. If successful, the seals will be used on the XR-3, one of four captive air bubble test craft. The other three models are being tested by commercial organizations.

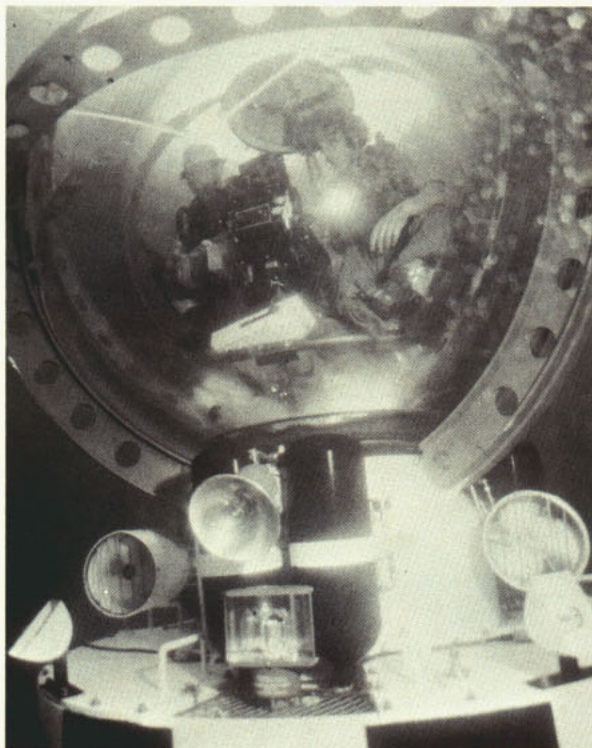
The air-spring seal being researched is used in the craft's thin solid sidewalls which contain the air cushion on which the ship rides. Research is also being conducted on the ship's performance with different ballast loads and pressure distribution under the test craft.

On the XR-3, only one-fourth of the normal hull depth enters the water when the lift fans are in operation. Since there is very little drag, the craft can travel at more than 115 miles per hour. If the NPGS tests are successful and the ship is placed in general use, cargo ships could travel between San Francisco and Honolulu in a day and a half, while passenger liners could speed between Los Angeles and San Francisco in less time than it now takes by train.

Naval Undersea Center Studies Sharks with Submersible Sphere

SOME NEW STUDIES of sharks have recently been concluded by the Naval Undersea Center. This time, researchers used NEMO, a submersible acrylic capsule, which carried them in safety and relative comfort to a depth of 100 feet. Bait was placed in the water around the submersible to attract the sharks as well as other marine life.

The week-long studies took place in waters off California's San Clemente Island. They are part of a continuing program to research dangerous forms of marine life which are a continual threat to Navymen.



Radar Technique Studied

ADOPPLER radar technique is being developed by the Commerce Department's National Oceanic and Atmospheric Administration. It may prove a boon to Navy pilots who land and take off in areas where there are large bird populations.

The doppler radar, if it proves to be effective, can identify birds on runways. Airport control towers can then estimate their potential danger to aircraft and disperse them, if necessary, with audio equipment or direct air traffic away from the birds.

THE EXPERIMENTAL DRUG USER

... and Navy's Counseling Program To Rehabilitate Him



CONTRARY TO POPULAR BELIEF, all drug abusers are not drug-dependent, either physically or psychologically. In fact, in the Navy, drug-dependent personnel make up only a small percentage of the actual number of identified drug abusers. The much larger element of this group is experimenting, seeking a diversion, or reacting to peer pressure. Over the last two years the Navy has identified upwards of 15,000 drug users. Of this total, approximately 2000 have been sent to Naval Drug Rehabilitation Centers (NDRCs)—facilities capable of extensive treatment of drug-dependent individuals.

Recognizing the need for concerned attention to the needs of the drug experimenters and nonaddicted users, the Navy early in 1972 formally initiated the CARE (Counseling And Rehabilitation Effort) Center Program to provide a local resource to commands for screening, counseling and referral services. **By this July, however, the program's name will be changed to Counseling and Assistance Centers.**

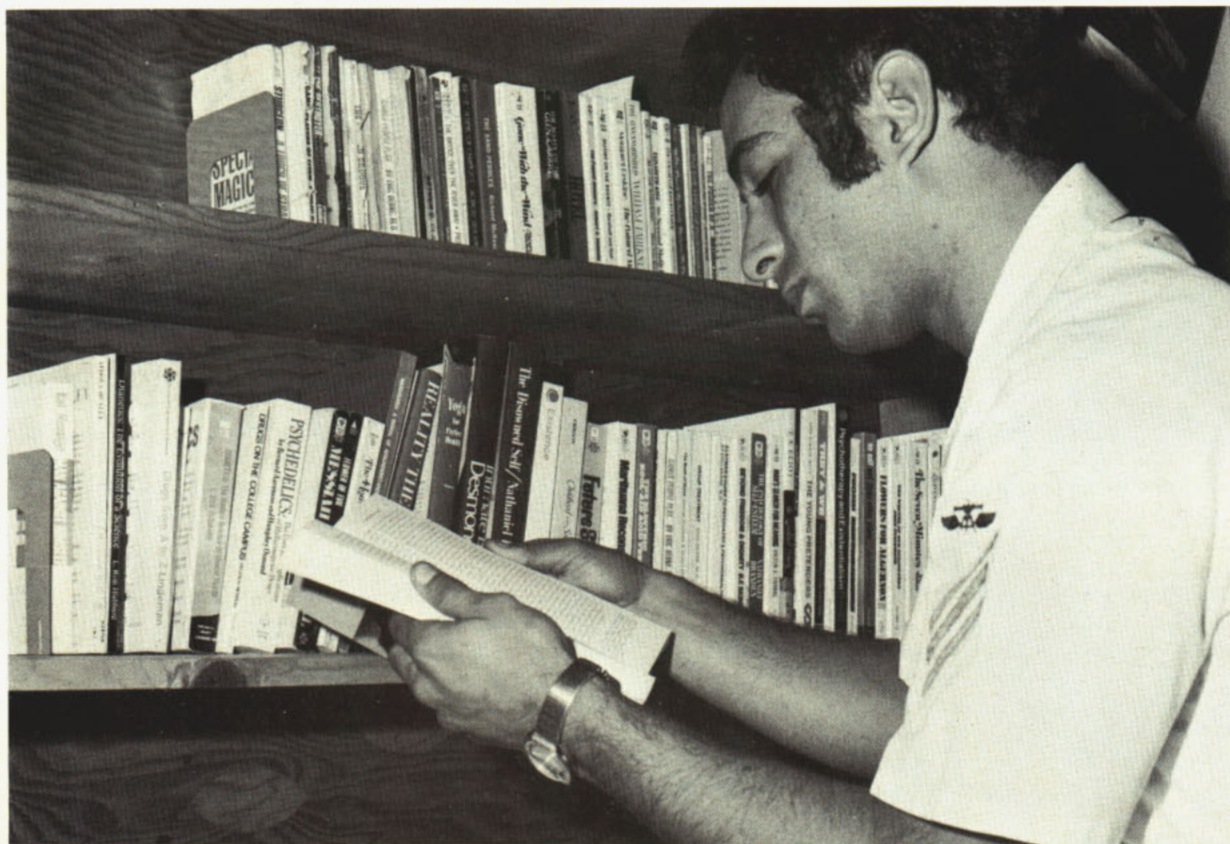
The inception of the CARE Center Program dates back to 1971. At several commands, local programs had been developed for drug education and counseling. At the same time there developed a need to extend such efforts Navywide. Responses to a CNO inquiry indicated that local commands felt their most pressing need was for trained personnel to assist individuals who sought help.

Left: A counselee discusses problems with ATC Null, a staff member at CARE center, Naval Station, San Diego. Below: ATAN Punto, a CARE staff member, checks center's growing library.

MUCH OF THE GROUND SWELL was started by the Exemption Program which had been announced in July of 1971. Under this program, individuals who made voluntary disclosures of drug use or possession could receive necessary counseling and treatment, if appropriate, without fear of disciplinary action under the Uniform Code of Military Justice. The Exemption Program generated the requirement not only to evaluate many different levels of drug usage, but also to increase counseling resources.

Thus, in November of 1971, the Human Resource Development Project in the Bureau of Naval Personnel set about expanding local counseling resources. Several training models for counselors were tested and planning workshops were held. As a result the CARE Center Program was conceived. The fleet commanders in chief were given operational control of the billets and finances. The Human Resource Development Project provided policy, administrative, recruiting and training support, while the Centers were placed under the commanding officers of host commands. In July of 1972, CARE Centers officially went "on line."

Today, the CARE Centers are approaching full manning and training status. On an average they are receiving 15 clients a month from local commands for counseling and another 35 a month are dropping in of their own accord. This means that each CARE Center comes in contact with at least 50 people a month, and the total effort involves more than 1500 people monthly. As the resources and activities of CARE Centers become better known to area commanders,



the client load increases. Alcohol abuse counselors are being added to the staffs of centers, and this has increased client numbers.

COUNSELING PROGRAMS are tailored to individual needs. Some people require personal counseling, whereas others benefit from group counseling sessions. To further explain the process, a hypothetical situation might run as follows:

of the two NDRCs (Miramar or Jacksonville) for extended treatment. If the medical officer judges the man not dependent, he will be returned to his command either for command counseling or referral to an area CARE Center. Many commands have the capacity to counsel individuals, but an increasing number prefer to rely on the expertise available at the CARE Centers.

CARE Centers are staffed with from five to 10

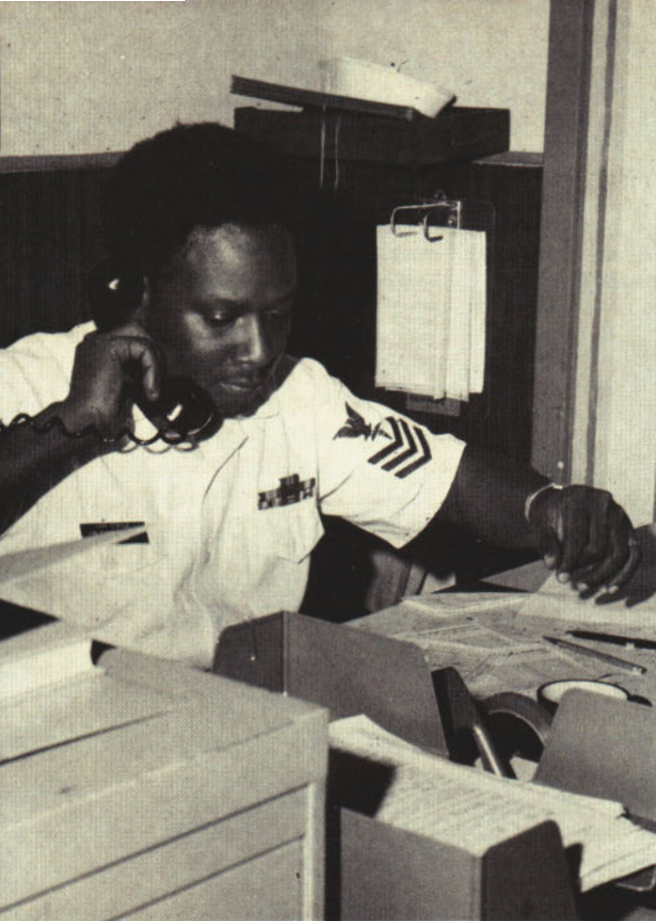


An individual abusing drugs visits with his command Exemption Representative for a detailed explanation of the grant of exemption. Not only does this guarantee that no punitive action will be taken against him because of his drug involvement, but it also assures him the benefit of counseling and/or treatment as required. No service record entry (Page 13) is made (except in cases of LSD use), and a separate Exemption file is maintained on the individual by the command's Exemption Representative.

The commanding officer then sends the man to a medical officer for examination and evaluation. The critical task at this point is to assess the physical condition of the man and to determine the existence and extent of drug dependence. Should the individual be evaluated as physically or psychologically dependent, he would be recommended for transfer to one

counselors, depending on the size and makeup of the naval community. These personnel all receive at least 60 days of drug abuse counselor training at one of the Drug Abuse Counselor Training Schools located at each NDRC. Here they learn various individual and group counseling methods.

ONCE A COMMAND HAS REFERRED an individual to a CARE Center, the director of the center works closely with the man's commanding officer to keep him informed of the man's progress and the CARE Center staff's evaluation. Initially, a five- to 10-day assessment period is set up, in order to identify more accurately the extent of the individual's problems. Occasionally, this can lead to a modification of the original evaluation and a man might be recommended for NDRC treatment. However, usually this period



Left: The staff of the CARE center. Above: HM1 Bessick, a staff member.

is used to determine and design the best counseling program for the particular individual. Often this will entail counseling sessions at night, with the individual available for full daily duty with his own command. Other cases require more intensive programs. If the director and the commanding officer decide that the individual should be away from his command for a time, the man will be sent TAD to the naval station supporting that center. CARE Centers themselves have no live-in capability.

Following the counseling process, a final evaluation is forwarded to the individual's commanding officer. BuPersNote 6710 of 21 Aug 72 provides detailed administrative procedures for disposition of enlisted members identified as drug abusers.

A review of any center's activities will show that the counselors are involved in many endeavors. Hot-line calls and drop-ins account for additional counselees. CARE Center personnel are encouraged to work with dependents and to go out into the community. Lectures and workshops at local schools or on bases are common to all centers. There are seminars for commands and programs to inform Exemption Representatives of new developments in the drug field. In short, the centers are providing educational, counseling and referral services to their respective communities.

ONE LESSON which CARE Centers learned early was that in order to be effective they had to relate realistically to the military organizations they served.

Many rehabilitation programs made false starts by going "psychedelic," by using posters, civilian clothes, multicolored walls, and other similar features to relate to the drug culture. Many believed such techniques were an effective means of reaching drug abusers. Recent studies have shown, however, that the counseling environment must *realistically* reflect the working environment to which the individual will return. The current atmosphere at the CARE Centers is professional in every respect.

The need for the CARE Center counseling service is reflected by more than the increasing number of drop-ins. The centers are evolving as positive forces in social improvement, community relations and general counseling. One counselor summed it up:

"There are a lot of sailors who are young and away from home for the first time, and just want someone to talk with. Others have personal problems and are scared to discuss them on their ship. We always have our doors open, and are always anxious to help people. It's kind of corny, but we really do care. Our basic goal transcends just drug cases. We are trying to help people make appropriate decisions about their goals in life."

CARE CENTERS are not yet fully manned and there is always a turnover of personnel. Talented, motivated and "top performance" individuals are encouraged to look into duty with the CARE Center Program. Individuals can submit a NavPers Form 1306/7 (Request for Transfer) or drop in and discuss the matter with the local CARE Center. The Navy has no greater need than the need for effective leaders and counselors of men.

Counseling and Assistance Centers

CINCPACFLT

NAVPHIBBASE, Little Creek
NAVSTA Norfolk
COMCRUDESANT Newport
NAS Jacksonville
NAVSTA Mayport
NAVSTA Charleston
NAS Lakehurst
NAS Quonset Point
NAVSTA Roosevelt Roads
NAVSUBBASE New London

CINCPAFLT

NAVBASE Subic
FLEACTS Yokosuka
COMNAVMAIANAS NAS
Guam
NAVSTA Pearl
NAS Miramar
NAS Alameda

NAVSTA San Diego
NAVSTA Treasure Island
NAS North Island
NAVSTA Long Beach
NAS Lemoore
NAS Whidbey Island

CINCUSNAVEUR

COMFAIRMED NSA
Naples, Italy
COMNAVACT Rota, Spain

Chief of Naval Training

NAVADCOM Great Lakes
NTC Orlando
NAS Corpus Christi
NATTC Memphis
NAS Pensacola

Chief of Naval Material

NAS Patuxent River

- NUCLEAR ENLISTEDS TO DRAW SHORTER SEA TOURS

Nuclear trained enlisted personnel will see a reduced sea tour commencing 1 Jul 1973. The reduction from a six- to five-year tour will be phased in to insure stabilized manning in nuclear powered fleet units. Supervisory personnel having over 20 years' service will have sea tours of only three years; shore tours for these personnel will be lengthened from two to three years. Machinist's mates, enginemen, boiler technicians, electrician's mates and interior communications technicians with NECs 335X, 336X, 338X and 339X will have their tours reduced from 72 to 60 months.

- UNIFORM CHANGE OPTIONAL NEXT MONTH: MORE CLARIFICATION

A reminder: the new enlisted uniform -- double-breasted coat, dress blue trousers, white shirt, tie, CPO cap -- is optional for all hands beginning the first of next month. It will become mandatory in two years, by 1 Jul 75. In the meantime, the white jumper also becomes optional on 1 Jul 73 and will be phased out completely by 1 Jul 75. Either Type A (side creased), or Type B (fore and aft creased, flared) trousers are authorized to be worn with the white jumper and white hat.

The tropical white long uniform, with gold belt buckle and white hat, may also be worn with either Type A or Type B trousers, which are available through the supply system. The new tropical white long uniform, with combination cap and silver belt buckle, may go with either Type A, Type B, or Officer/CPO straight-leg trousers.

- FROCKED CPOs MAY DEFER PAYMENTS FOR NEW UNIFORMS

First class petty officers who have become eligible for frocking (see NavOp 63) may not have to dig into their pockets to pay for new uniforms and accessories, at least just yet. The Navy Resale System Office in Brooklyn, N. Y., has asked all Navy exchanges to provide a deferred payment plan for the new chiefs.

Under this plan, the new CPOs may purchase their uniforms and pay for them after they have received their uniform allowance. In fact, the new chiefs will have up to 15 days after receiving the uniform allowance to make payment. This deferral plan applies to those persons selected for E-7 as a result of the Aug 72 exams. Many of these people have been held back from advancement because of budget cutbacks but have been authorized to wear the new uniform, and avail themselves of all the privileges of their new rank except pay.

- DEMAND FOR DOUBLE-KNITS, DENIM CAUSING UNIFORM SHORTAGE

The double-knits and dungarees you were planning to buy at the Navy Exchange may not be there the next time you look. The Navy Resale System Office in Brooklyn, N. Y., says there is a present worldwide shortage of double-knit and denim material, and the supply of Navy uniforms is suffering. Suppliers are doing their best to meet the demands for the items, but, according to the Resale Office, this might mean a short wait for the Navy man and woman seeking these optional uniforms.

briefs navy navy navy navy

- MASTER-AT-ARMS RATING APPROVED BY SECNAV

A new master-at-arms rating (MA) -- for those in paygrades E-6 through E-9 -- has been approved by the Secretary of the Navy. Those selected for this rating will perform security and law enforcement duties afloat and ashore, such as investigation, apprehension, traffic control and liaison with local law enforcement officials. Persons in all ratings will be considered for conversion to the MA ratings, including E-6 selectees. However, selectees from critically undermanned ratings (CREO groups A and B) will be severely limited. Also, personnel with special skills/NECs listed under CREO Group A are not being encouraged to apply now, unless extenuating circumstances exist which would fully justify conversion from these highly critical rates. In addition, the selection board -- meeting this month -- will consider E-5s with special qualifications for the MA rating.

- NEW NAVY COUNSELOR (NC) RATING

The Navy will have a number of men and women soon with the full-time job of counseling; they'll have a rating all their own -- the Navy Counselor (NC). This new rating was approved by the Secretary of the Navy because of the expanding responsibilities and complexities of career counseling and recruiting. Those initially coming into the new rating must have experience in either recruiting or career counseling and be in pay grade E-6 or above. Qualified E-5s will be eligible, providing they have passed the E-6 exam and are scheduled for advancement. Also, the selection board -- which will meet next month -- will consider E-5s who may have special qualifications for the NC rating. See your personnel officer.

- THREE NAVYMEN NAMED SAILORS OF THE YEAR

Three men representing the two major Fleets and all Navy shore establishments have been named the 1973 Sailors of the Year. They are:

- QM1 Talmadge W. Bohannon, UDT 11--Pacific Fleet
- ET1 Terry H. Sullivan, Seal Team 2--Atlantic Fleet
- AMS2 Leon Walls, TRARON 22--Shore Establishments

Among the benefits these men will receive are meritorious advancements to the next higher pay grade (providing minimum time in rate and length of service requirements are fulfilled), a trip with their dependents to Washington for ceremonies with the Secretary of the Navy, and five days' rest and relaxation at a CONUS location. Watch for more on these men in a later edition of ALL HANDS.

- DETAILING SECTIONS FOR LCDRs AND JUNIOR OFFICERS ARE COMBINED

The Surface Lieutenant Commander Assignment Section of the Bureau of Naval Personnel has been combined with the Surface Junior Officer Assignment Section. This new shop will assume detailing of all surface officers, lieutenant commander and below, including limited duty officers and warrant officers. By next month, the section will also deal with all women line officers, lieutenant commander and below. Phone numbers for the new office are: (area code 202) 694-3341, 694-3351, and autovon 224-3341 and 224-3351.

NAVY navy navy navy navy news

- ATLANTIC FLEET CUTS BACK STEAMING TIME

A 50 per cent cutback in Atlantic Fleet operations during the last quarter of FY 73 has been ordered by the Commander in Chief of the Atlantic Fleet. The fourth quarter cutback is an extension of the reduction placed on Atlantic Fleet steaming times during the third quarter of this fiscal year and is to make up for the high costs of last year's naval buildup in South-east Asia.

- NEW CNO FELLOW IS SELECTED

Lieutenant Commander William J. Flanagan, formerly executive assistant to the Assistant Chief of Naval Personnel for Personal Affairs, has been selected as the next Chief of Naval Operations Fellow. The CNO Fellowship is a one-year program which gives young officers an opportunity to observe and participate in the development and administration of naval policies and doctrines. LCDR Flanagan is a graduate of the Massachusetts Maritime Academy.

- TWO MORE SEPARATION ACTIVITIES ARE ACTIVATED

Two more naval activities have been designated as separation processing facilities -- the 20th Naval Construction Regiment, Gulfport, Miss., and the 21st Naval Construction Regiment, Davisville, R. I. The two units were added to the 28 existing activities to help ease overhead costs caused by personnel being transferred to more distant separation facilities before leaving the Navy.

- IF YOU'RE ELIGIBLE, DON'T FORGET TO REGISTER, VOTE

It's not a leap year or even a year divisible by two, but the slogan "get out and vote" still applies. At least six states are conducting primary, general or special elections for a number of political offices. These states include Kentucky, New Jersey, New York, Ohio, Pennsylvania, and Virginia, and there are also a variety of local elections being held. The federal voting assistance program is designed to assist and encourage members of the armed forces, spouses and dependents to participate in elections when they are eligible. For further information, call at your local personnel office.

- COMMENDATIONS AND AWARDS FOR NORFOLK, ALAMEDA FACILITIES

The 1972 Rework Excellence Program Trophy has been awarded to the Naval Air Rework Facility, Norfolk. Given by the Naval Air Systems Command, the award signifies the highest aircraft rework excellence among the five naval air rework facilities in the Atlantic area. The award is based on the command's producing high quality products on schedule, and at a minimum expense to the taxpayer.

Out on the West Coast, two naval facilities at Alameda have been commended for their positive work in helping improve the surrounding environment. The Alameda Naval Air Station and the adjacent Naval Rework Facility both received plaques and letters of commendation from the cities of Alameda, Oakland, San Leandro, Hayward and Fremont. Programs cited were the elimination of liquid waste disposal into adjacent Bay Area waters; modifying selected

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aircraft for smoke control; and adapting obsolete B-52 exhaust mufflers for use as noise suppressors for A-3 aircraft.

- CIVILIAN EDUCATORS, COUNSELORS VISIT NAVY CENTERS

More than 1000 civilian educators throughout the country have been visiting naval training centers to get a firsthand look at educational opportunities offered by the Navy. These visits are set up by local Navy recruiters and training commands to acquaint teachers, principals and counselors with the variety of subjects taught by the Navy, and the techniques the Navy uses. The tours and discussions are conducted in the hope that educators will be better prepared to explain careers in the Navy to their students.

- FOUR MORE AREAS NOW ON FOREIGN DUTY PAY LIST

The Navy has resumed listing four duty stations as being eligible for foreign duty pay. They are Kwajalein, Marshall Islands; Clausen, Germany; Gibraltar, B.C.C.; and Malta. The reinstatement makes foreign duty pay for personnel in these areas retroactive to 1 Jan 73, as announced in AlNav 32-73. If you are interested in serving in one of these areas or in another foreign duty station, check with your detailer and see what's offered.

- DEADLINE NEARS FOR SOME TO ENROLL IN SURVIVOR BENEFIT PLAN

Of particular interest to those ALL HANDS readers who retired from the Navy before 21 Sep 1972, and who have not yet applied for enrollment in the new Survivor Benefit Plan. Deadline for enrollment is 21 September this year.

Unless you submit your election to participate in the plan on DD Form 1881, or in some other manner acceptable to the Navy Finance Center, Cleveland, Ohio, before the deadline date, you won't be enrolled in the program. And in the event of your death, your widow (or widower) will not receive an annuity from the Navy if you're not covered under this plan.

This is the last opportunity -- between now and 21 Sep 1973 -- for you to enter this program which permits military retirees to provide financial security for a spouse or for dependent children at a very reasonable cost.

For those individuals who are approaching retirement or transfer to the Fleet Reserve from active duty, keep in mind that the provisions of the plan make enrollment automatic for you unless you submit in writing, before your retirement date, that you do not desire to participate in the Survivor Benefit Plan.

- NAVY EASES DEPOSIT PLAN RESTRICTIONS

Persons participating in the Uniformed Services Savings Deposit (10 per cent savings) Plan -- a special program for those assigned to overseas duty stations -- are not authorized to make one withdrawal of any portion of the principal sum in their account. The single withdrawal is authorized when the depositor is returning to the U. S. on leave, is on temporary additional duty (with no permanent change of station involved), or is between consecutive overseas tours. Check AlNav 30-73 for further details.

from the desk of the Master Chief Petty Officer of the Navy

"An Anchor to Windward"



MCPON JOHN D. WHITTET

families.

This is just one of the many ways in which your Navy Relief Society (NRS) helps when help is genuinely needed. A private assistance organization, each year the Navy Relief Society provides tens of thousands of no-interest loans to Navy and Marine Corps personnel and their dependents. In addition, NRS offers physical aid through visiting nurse programs and provides a variety of counseling and family living services. The society's "Navy Relief Course" is so beneficial that many of our career counselors are taking it. Said one E-8 counselor, "I must confess that I did not know enough about Navy Relief to comment about it. I have been critical of certain organizations in the past—and will continue to be—but in the future I think that I can say that Navy Relief will not be subject to my criticism; NRS is a friend."

ALL TOO OFTEN, Navymen and their families do not understand Navy Relief or even know it exists. Typical examples for which assistance is granted include: educational assistance, medical expenses not covered under CHAMPUS, funeral expenses, emergency assistance to widows and additional special assistance to widows and dependent mothers over 65, special care and training of handicapped children, keeping children in school, travel in certain cases of illness or death, and transportation for widows to return to home and family. In 1972 alone, the Navy Relief Society lent, with-

out interest, some \$1.7 million to 2135 dependent sons and daughters of Navy and Marine Corps personnel for education at accredited colleges and vocational schools.

Another category of Navy Relief is basic maintenance brought about by delay of emergency allotments or government benefits. Not long ago when the depletion of our fiscal year 1972 travel funds forced a delay in payment of many Navy travel claims, NRS offered to lend, at no interest, the money due each of the Navy personnel affected by the shortage, with the realization that need was presumptive.

But don't get the idea that Navy Relief is some sort of a giveaway program. In order to receive a loan from Navy Relief, you must be willing to accept responsibility for suitable repayment in accordance with your circumstances.

In severe cases, however, the ability to repay is sometimes impaired, and the society's officers may "write off" the loan after careful review. The yearly average of these "write offs" or gratuities is well over a million dollars. Generally, the resources of the society are not available as a matter of convenience to maintain a certain standard of living, finance business ventures, vacations, home purchases, income taxes, or to purchase and pay for nonessential items like TV sets, motorcycles, or to make the monthly installment on an expensive car.

THE SOCIETY'S WORK is carried out by a small number of employees and by some 7000 dedicated volunteers who are located at 54 auxiliaries and 57 branches around the world. To apply for assistance, no collateral is needed or requested. Your uniform and ID card are the only "co-signers" you need. Applications for assistance may be made at any auxiliary or branch office, through a local American Red Cross Chapter, through the aid society of the other military services, or directly to the headquarters of the Navy Relief Society, located at suite 1228, 801 North Randolph Street, Arlington, Va. 22203, area code (202) 692-4904.

As I mentioned earlier, the Navy Relief Society is a private organization. It is supported entirely by private funds and donations from Navy men and Navy women like yourself.

The society does have a "reserve fund," established during World War II by friends of the Navy and Marine Corps. This reserve fund provides over a million dollars annually in interest and dividends. It pays for virtually every administrative cost of the society and assures that whatever you contribute to the Navy Relief Society will be used solely for the purpose of helping a shipmate or his dependents.

The Navy Relief Society is really your society. It exists to help you. As its motto, "an anchor to windward," suggests, the Navy Relief Society is on your side when you need a friend.

Reshaping the Navy

CUTBACKS AND CONSOLIDATIONS

WAR DEMANDS a buildup of men, weapons, bases, ships and planes; peace urges a scaling down, a return to the "normal."

Now with a ceasefire in Vietnam and the return of United States forces from the Republic of South Vietnam, America's defense team has moved toward a reduction and/or consolidation of facilities, including Navy ships and facilities. Secretary of Defense Elliot L. Richardson recently announced a total of 274 scale-down actions to be taken by the Defense Department in a move to cut expenditures between now and June 1974, or soon thereafter. Listed on these pages are those changes which affect the Navy. (Elsewhere in this issue are listed Navy ship inactivations.)

Altogether, approximately \$3.5 billion is expected to be saved over the next 10 years as a result of these DOD cutbacks and consolidations. This includes a reduction of some 42,800 military and civilian positions from the Defense payroll.

Each of the three military services is affected by the widespread actions in 32 states, the District of Columbia and Puerto Rico. The Army's manpower strength is being reduced to 804,000 troops by June 1974 (from a high of 1.6 million in 1968). The Air Force will lose 8313 aircraft by next year from a 1968 ceiling of 12,535.

THE NAVY IS TRIMMING both its fleet and air arm forces in the economy move. The active fleet ship level will be down over a decade from a total of 917 ships (in June 1964) to 523 ships (in June 1974), and active fleet aircraft down from 5014 to 3956 over the same period.

These realignments, the Department of Defense reports, will enable the armed forces to allocate resources to high-priority areas such as modernization of forces, research and development, readiness and maintenance of "strategic sufficiency."

In the Navy Department, some 30,000 positions will be eliminated or absorbed. Navy civilian employees whose positions are to be abolished as a result of a base or unit disestablishment or closure will be assisted in obtaining other acceptable employment, the Pentagon said.

Eligible career employees will be registered in the DOD Priority Placement Program and the Civil Serv-

ice Commission's Displaced Employees Program for referral and consideration in other vacancies within the Defense Department, and by other federal departments and agencies. Also, DOD will maintain contact with the Department of Labor, state employment offices and private industry to assist employees in either placement or retraining for positions in the private employment market. In those cases where career civilian employees are being relocated to another Defense activity (approximately 11,000 Navy positions will be transferred), transportation and moving expenses will be paid by the government.

The same transportation provisions, of course, apply to military personnel and their dependents who are eligible for government transportation according to regulations. An estimated 45,000 Navymen will be moved as a result of this particular scale-down.

BELOW IS A SUMMARY of the principal actions to be taken by the Navy Department, followed by a more specific listing of affected activities by state and location:

- Naval shipyards at Hunters Point, Calif., and Boston, Mass., will be closed. Retain one carrier drydock for emergency repair at Hunters Point.
- The greater portion of the naval complex at Long Beach, Calif., will be phased out by the reduction, realignment or disestablishment of activities. This will result in some increased operations at the Naval Shipyard, Long Beach.
- The naval complex at Boston, Mass., will be greatly reduced by the realignment or disestablishment of certain activities.
- Most of the naval complex at Newport and Quonset Point, R. I., will be phased out. However the Naval Construction Battalion Center, the Naval Schools Command and the Naval Underwater Systems Weapons Center in that complex will remain.
- The Naval Station complex, Key West, Fla., will be disestablished, resulting in a substantial increase of operations at the nearby Naval Air Station, Key West.
- Significant reductions and realignments of activities will take place at the naval complex, New York City, N. Y.
- The Navy's Pacific Missile Range at Point Mugu, Calif., will be converted to a contractor operation.

☛ Naval Air Station, Imperial Beach, Calif., will be disestablished.

☛ Naval activities at the Naval Air Station, Alameda, Calif., will be reduced or realigned.

☛ Naval Air Station, Albany, Ga., will be disestablished and excessed. Nearby the Marine Corps Supply Center will increase its operations.

☛ Naval Air Station, Glynco, Ga., will be disestablished.

☛ Naval Training Center, Bainbridge, Md., will be closed, except for the Prep School.

☛ Naval Air Engineering Center at the Naval Shipyard, Philadelphia, Pa., will be disestablished and essential functions relocated to other naval activities.

Also, the Marine Corps Supply Center in Philadelphia will be closed and essential functions relocated to other Marine Corps supply facilities.

☛ Naval Hospitals at Portsmouth, N. H., Chelsea, Mass., and St. Albans, N. Y., will be closed.

☛ Naval Air Station, Lakehurst, N. J., will be substantially reduced with operations of the adjacent Naval Air Test Facility, Lakehurst, increased.

In addition, a number of ships homeported at some of the naval complexes mentioned are slated to be inactivated. Announcement of these ship inactivations had not been made public at press time, but will appear in a subsequent issue of ALL HANDS as soon as plans are completed.

SHIP INACTIVATIONS

IN ADDITION to the cost-reduction actions being taken ashore, 11 Pacific Fleet and four Atlantic Fleet ships—averaging 26 years in age—have been named for retirement from the active force by the end of June 1974. Furthermore, the Military Sealift Command expects very soon to remove 16 ships from service in the Far East.

With the exception of one ocean escort, all the Pacific Fleet losses will be destroyers. The Atlantic Fleet cuts include three DDs and an antisubmarine warfare carrier. All 16 MSC ships, hull numbers of which have not yet been made public, are tank landing ships operating out of MSC Far East headquarters in Yokohama, Japan, in support of U. S. forces in Southeast Asia.

The Pacific Fleet ships to be retired are: *uss Hamner* (DD 718), *Southerland* (DD 743), *Buck* (DD 761), *Dennis J. Buckley* (DD 808), *Ruper-*

tus (DD 851), and *Floyd B. Parks* (DD 884), all homeported in San Diego; *Hollister* (DD 788), *Eversole* (DD 789), *Ozbourn* (DD 846) and *Hooper* (DE 1026), homeported in Long Beach; and *James C. Owens* (DD 776), in San Francisco.

The Atlantic Fleet ships are *uss Intrepid* (CVS 11), homeported in Quonset Point, R. I.; *William R. Rush* (DD 714), homeported in Newport; *Moale* (DD 693), homeported at New York; and *Ault* (DD 698), in Galveston, Tex.

Although laying up 16 LSTs of the Military Sealift Command will result in a 719-man reduction of this seagoing work force, no American civil service seamen will lose jobs as a result, according to MSC sources. Six of the 10 remaining LSTs are the newer 1156 class ship, all manned by U. S. seamen. The other four, all 542 class, will be manned by Korean seamen. In recent years, all World War II vintage 542 class LSTs have been manned by foreign nationals for the Military Sealift Command.

State	Location	Activity	Disestablished or Relocated to	Effective Date
California	Alameda	Naval Air Station	Various Locations	JUN 74
		Commander, Fleet Air Alameda	Disestablished	JUN 74
		Flag Administrative Allowance Unit,	Disestablished	JUN 74
		Commander Fleet Air Alameda		
		Detachment A, Flag Administrative Unit,	Disestablished	JUN 74
		Commander Naval Air Force, Pacific Fleet		
		Naval Construction Battalion Unit 409	Disestablished	JUN 74
		Naval Training Equipment Center	Disestablished	JUN 74
		Representative Office		
		Aviation Squadron VR-30 & VR-21 Det	NAS Moffett Field, Calif.	JUN 74
	Imperial Beach	Tactical Electronic Warfare Squadron	NAS Lemoore, Calif.	JUN 74
		VAQ-130		
		Naval Helicopter Squadrons	NAS North Island, San Diego	JUN 74
		Naval Air Station	Disestablished/NAS Miramar	JAN 75
	Long Beach	Naval Air Reserve Helicopter units	NAS North Island, San Diego	
		Naval Base	Disestablished	JUN 74
		Commander Cruiser-Destroyer Force	Disestablished	JUN 74
		Pacific Fleet Representative		
		Naval Ordnance Systems Command	Disestablished	JUN 74
		Support Office		
		Naval Fleet Training Center	Disestablished	JUN 74
		Mine Divisions 32, 33, 34, 35	Disestablished	JUN 74
		Food Management Team	Disestablished	JUN 74
		Navy Supply Center	Disestablished	JUN 74

State	Location	Activity	Disestablished or Relocated to	Effective Date		
District of Columbia	Pasadena Point Mugu Port Hueneme	Naval Station	Disestablished	JUN 74		
		Naval Hospital Annex (USS Repose)	Disestablished	JUN 74		
		Cruiser-Destroyer Flotilla 3; Destroyer Squadrons 3, 9, 13, 19, 29 and 35; Mobile Technical Unit 11; Amphibious Squadron 7	Naval Base, San Diego	JUN 74		
		31 ships	Naval Base, San Diego	JUN 74		
		7 ships	Naval Base, Pearl Harbor	JUN 74		
		4 ships	NAS Alameda	JUN 74		
		1 ship	Naval Shipyard, Bremerton, Wash.	JUN 74		
		3 ships	Naval Base, Charleston, S. C.	JUN 74		
		1 ship	Undetermined Location			
		Naval Undersea Center, Pasadena Lab	Naval Undersea Center, San Diego	JUN 74		
		Pacific Missile Range	Convert to Contractor Operation	DEC 74		
		Naval Civil Engineering Laboratory	Disestablished/Construction Battalion Center, Port Hueneme	DEC 73		
	San Francisco	12th Naval District Hunters Point Naval Shipyard	Naval Undersea Center, San Diego	DEC 73		
			Naval Coastal Systems Laboratory, Panama City, Fla.	DEC 73		
			11th Naval District, San Diego	JAN 74		
			Caretaker Status Except Drydock 4/Naval Shipyard, Long Beach	JUN 74		
			Naval Shipyard, Mare Island, Calif.	JUN 74		
			Naval Support Activity, Vallejo, Calif.	JUN 74		
			Naval Shipyard, Norfolk, Va.	JUN 74		
			Various Locations	JUN 74		
			Naval Ship Research and Development Center, Annapolis, Md.	DEC 73		
			Army's Fort Monmouth, N. J.	DEC 74		
			Vallejo	Mare Island Lab, Naval Shipyard (rubber, paint, metallurgy, materials)		
Navy Yard	Navy Personnel Research and Development Laboratory Navy Experimental Diving Unit (Detachment of 14 military/40 civilian positions will remain at the Yard) Naval Training Publications Division	Disestablished/Naval Personnel and Training Research Laboratory, San Diego	FEB 74			
		Naval Coastal Systems Laboratory, Panama City, Fla.	AUG 74			
Florida	Key West	Naval Station Naval Message Center	Naval Training Publications and Examining Center, NAS Pensacola	MAR 74		
			Disestablished	MAR 74		
			NAS Key West	MAR 74		
			Naval Communications Station, Puerto Rico	MAR 74		
			Disestablished	MAR 74		
			Disestablished	MAR 74		
			Disestablished	MAR 74		
			Disestablished	MAR 74		
			Disestablished	MAR 74		
			Disestablished	MAR 74		
			Disestablished	MAR 74		
			Disestablished	MAR 74		
	West Palm Beach Albany Brunswick	Naval Base Commander, Key West Force Submarine Squadron 12 & Submarine Divisions 121 and 122 Fleet Training Group Destroyer Squadron 18 Fleet Sonar School Underwater Swimmer's School Submarine Rescue Detachments; Auxiliary Submarine Rescue Ship 16; 1 submarine Submarine Rescue Detachment; 1 submarine NAS Naval Air Test & Evaluation Sq. 1 Undersea Test and Evaluation Center Naval Air Station NAS, Glynco	Disestablished	MAR 74		
			Naval Station, Mayport, Fla.	MAR 74		
			Naval Base, Norfolk, Va.	MAR 74		
			Naval Base, San Diego	MAR 74		
			Naval Base, Norfolk, Va.	MAR 74		
			Naval Base, Norfolk, Va.	MAR 74		
			Naval Base, Norfolk, Va.	MAR 74		
			Naval Base, Norfolk, Va.	MAR 74		
			Naval Base, Charleston, S. C.	MAR 74		
			Naval Base, Charleston, S. C.	MAR 74		
			NAS Patuxent River, Md.	JUN 74		
			Fort Lauderdale, Fla.	DEC 73		
Georgia	Caretaker Status/NAS Key West, Fla. Closed/NAS Pensacola, Fla. Dam Neck, Va. NAS Memphis, Tenn.	JUN 74				
		DEC 74				
		DEC 74				
		DEC 74				
Hawaii	Lualualei	Naval Ammunition Depot, Oahu	Closed/Pacific Fleet Activities	JAN 74		
			Naval Weapons Station, Concord, Calif.	JUN 74		
			Naval Torpedo Station, Keyport, Wash.	JUN 74		
			Naval Ammunition Depot, Crane, Ind.	JUN 74		
Illinois	Great Lakes	Naval Publications and Examining Center Naval Electronics Supply Office	Naval Weapons Station, Seal Beach, Calif.	JUN 74		
			Disestablished/Naval Publications and Examining Center, Pensacola	MAR 74		
Maryland	Bainbridge	Naval Training Center	Disestablished/Naval Ship Parts Control Center, Mechanicsburg, Pa.	DEC 74		
			Disestablished/Other Naval Training Activities in U. S.	JAN 75		
	Indian Head	Navy Nuclear Power School Naval Research and Development Office of Naval Ordnance Station	NTC Orlando, Fla.	JAN 75		
			Naval Ordnance Laboratory, White Oak, Md.	DEC 73		
Massachusetts	St. Inigoes	Naval Electronics Systems Test and Evaluation Facility, Webster Field	Closed/Naval Electronics Laboratory Center, San Diego	DEC 73		
Massachusetts	Boston	Naval Shipyard	Closed to Caretaker Status/Various Locations	JAN 75		
			Naval Shipyard, Philadelphia	JAN 75		

State	Location	Activity	Disestablished or Relocated to	Effective Date
			Naval Supply Center, Norfolk, Va.	JAN 75
			Naval Supply Center, Charleston, S. C.	JAN 75
			Naval Shipyard, Norfolk, Va.	JAN 75
		Naval Support Activity	Disestablished	DEC 74
		Naval Reserve Supplement Headquarters	Disestablished/3rd Naval District	JAN 74
		Naval Hospital, Chelsea	Disestablished/Other Naval Hospitals	DEC 74
		Naval Area Audit Office	Disestablished	JAN 75
		Naval Finance Office	Disestablished	JAN 75
		Naval Electronics Office	Disestablished	JAN 75
		First Naval District functions	3rd Naval District	JAN 75
		Naval Supervisor of Shipbuilding Office	Disestablished	JAN 75
		Naval Courier Service Detachment	Disestablished	JAN 75
		Navy Exchange	Disestablished	JAN 75
		Navy Band	Disestablished	JAN 75
		Navy Correctional Center	Disestablished	JAN 75
		Fleet Supply Operations Assistance Team	Disestablished	JAN 75
		Marine Barracks	Disestablished	JAN 74
Nebraska	Omaha	Naval Support Activity, Fort Omaha	Disestablished	JAN 74
New Hampshire	Portsmouth	Naval Disciplinary Command	Disestablished/Other DOD Locations	JUN 74
		Naval Hospital	Disestablished/Other Naval Hospitals	DEC 74
		Navy Exchange	Disestablished	DEC 74
		Marine Barracks	Disestablished/Other MC Activities	JUN 74
New Jersey	Lakehurst	Naval Air Station	Naval Air Test Facility, Lakehurst	JUN 74
		Helicopter Squadrons HS-15 and HSL-30 & 32	NAS Norfolk	JUN 74
		Helicopter Squadron HC-2	NAS Jacksonville, Fla.	JUN 74
			NAS Cecil Field, Fla.	JUN 74
			Disestablished	JAN 74
New Mexico	Albuquerque	Marine Barracks	Naval Missile Center, Point Mugu, Calif.	AUG 73
New York	Brooklyn	Naval Weapons Evaluation Facility	Disestablished/Naval Air Development Center, Warminster, Pa.	JUN 74
		Naval Strategic Systems Navigation Facility	Naval Station Annex, Brooklyn	DEC 74
		Naval Support Activity		DEC 74
		Third Naval District functions		DEC 74
		Military Sealift Command, Atlantic	Naval Station Annex, Brooklyn	DEC 74
		Navy Exchange	Naval Station Annex, Brooklyn	DEC 74
		Navy Finance Office	Naval Station Annex, Brooklyn	DEC 74
		Navy Recruiting District Office	Naval Station Annex, Brooklyn	DEC 74
		Public Affairs Office, East Coast	Disestablished	DEC 74
		Navy Armed Forces Police Detachment	Disestablished	DEC 74
		Naval Office of the Assistant Supervisor of Salvage	Disestablished	DEC 74
		Naval New York Detachment of the Inactive Ships Maintenance Activity, Philadelphia	Disestablished	DEC 74
		Naval Audit Office	Disestablished	DEC 74
		Office of Naval Research, Area Representative in New York	Disestablished	DEC 74
		Naval Oceanographic Office, New York Representative	Disestablished	DEC 74
		Marine Barracks	Disestablished	JAN 74
	St. Albans	Naval Hospital	Closed/Naval Hospital, Portsmouth, Va.	MAR 74
			Naval Hospital, Philadelphia, Pa.	
			Naval Hospital, Charleston, S. C.	
	Scotia	Naval Correspondence Course Center	Closed/Naval Training Publications and Examining Center, Pensacola, Fla.	MAR 74
Pennsylvania	Philadelphia	Naval Air Engineering Center, Naval Shipyard	Closed/Naval Air Test Facility, Lakehurst, N. J.	DEC 74
			Naval Air Test Center, Patuxent River, Md.	DEC 74
		Marine Corps Supply Activity	Closed/Marine Corps Supply Center, Albany, Ga.	JUL 76
		Fourth Marine Corps District	Elsewhere in Philadelphia	
Rhode Island	Newport	Naval Supply Center	Disestablished/Naval Schools Command, Newport	JUN 74
		Naval Station	Disestablished/Naval Schools Command, Newport	JUN 74
		Naval Public Works Center	Disestablished/Naval Schools Command, Newport	JUN 74
		Naval Base	Disestablished	JUN 74
		Naval Mobile Technical Unit 8	Disestablished/Naval Base, Charleston, S. C.	JUN 74
		Naval Fleet Training Group and Center	Disestablished/Naval Base, Norfolk, Va.	JUN 74
			Disestablished	JUN 74
		Naval Ordnance Systems Command Office, Atlantic		
		Naval Construction Battalion Unit 408	Disestablished	JUN 74
		Atlantic Fleet Combat Camera Group	Disestablished	JUN 74
		Navy Food Management Team	Disestablished	JUN 74
		Navy Laundry Team	Disestablished	JUN 74
		Naval Communications Station	Naval Schools Command, Newport	JUN 74

State	Location	Activity	Disestablished or Relocated to	Effective Date
		Cruiser-Destroyer, Atlantic; Cruiser-Destroyer Flotilla 2; Destroyer Squadron 24; Destroyer Development Group and 18 ships	Naval Base, Norfolk, Va.	JUN 74
		Destroyer Squadrons 10 and 12; Service Squadron 2 and 10 ships	Naval Base, Mayport, Fla.	JUN 74
		10 ships	Naval Base, Charleston, S. C.	JUN 74
		USS Nitro (AE 23)	Naval Ammunition Depot, Earle, Bayonne, N. J.	JUN 74
	Quonset Point	Naval Air Station	Closed/NAS South Weymouth, Mass.	JUN 74
			NAS Jacksonville, Fla.	JUN 74
			NAS Cecil Field, Fla.	JUN 74
			Naval Construction Battalion Center, Davisville, R. I.	JUN 74
		Naval Air Rework Facility, NAS	Naval Air Rework Facility, Norfolk, Va.	JUN 74
			Naval Air Rework Facility, Cherry Point, N. C.	JUN 74
			Naval Air Rework Facility, Jacksonville, Fla.	JUN 74
			Naval Air Rework Facility, Pensacola, Fla.	JUN 74
			Naval Air Rework Facility, Alameda, Calif.	JUN 74
			Naval Air Rework Facility, San Diego, Calif.	JUN 74
			Other Locations	JUN 74
		Naval Weather Facility	Disestablished	JUN 74
		Naval Hospital	Disestablished/Other Naval Hospitals	JUN 74
		Naval Advance Underwater Warfare Det	Disestablished	JUN 74
		Navy Carrier Antisubmarine Warfare Air Group, Quonset	Disestablished	JUN 74
		Commander, Fleet Air Quonset Point Staff	Disestablished	JUN 74
		Naval Air Maintenance Training Det	Disestablished	JUN 74
		Antisubmarine Warfare Group Four, Quonset	Disestablished	JUN 74
		Naval Air Reserve Training Detachment	Disestablished/NAS South Weymouth, Mass.	JUN 74
		Naval Composite Squadron 2 Detachment	Disestablished	JUN 74
		Navy Commissary Store	Disestablished	JUN 74
		Navy Air Engineering Support Unit	Disestablished	JUN 74
		Navy Exchange	Disestablished	JUN 74
		Explosive Ordnance Detachment	Disestablished	JUN 74
		Marine Barracks	Disestablished	JUN 74
		Navy Management Systems Development Office Detachment	NAS North Island, San Diego, Calif.	JUN 74
		NAS support personnel	Naval Construction Battalion Center, Davisville, R. I.	JUN 74
		Aviation Squadrons VS-22, 24, 30, 31	NAS Cecil Field, Fla.	JUN 74
		Helicopter Squadrons HS-1, 3, 7, 11	NAS Jacksonville, Fla.	JUN 74
		Helicopter Naval Reserve Squadron HS-74	NAS South Weymouth, Mass.	JUN 74
		Aviation Squadron VXE-6	NAS Point Mugu, Calif.	JUN 74
		Air Fleet Staffs and Detachments	Norfolk, Va.	JUN 74
Tennessee	Memphis	Naval Publications and Examining Center, Naval Air Station	Disestablished/Pensacola, Fla.	DEC 74
Virginia	Norfolk	Fifth Naval District functions	Eighth Naval District	JAN 74





SEARCH AND RESCUE SCHOOL

WETSUIT

"TOWER, THIS IS 405. I have experienced a flame-out, 125 degrees, 35 miles from the ship and am ejecting." A chilling radio transmission, fortunately rare in naval aviation, but it's one to which every aviator is trained to respond.

When it occurs, help usually comes in the form of a rescue helicopter carrying aircrewmembers trained in open ocean search and rescue techniques.

These "wetsuit aircrewmembers" are trained specialists who must be ready to enter the water—day or night—and be able to perform under adverse conditions. Their job requires exceptional mental and physical skill; they also must have a complete knowledge of survival equipment and the use of such gear.

Two Search and Rescue (SAR) schools are operated by the Navy in training these aircrewmembers, one each for east and west coast fleet activities. Helicopter Antisubmarine Squadron One at the Quonset Point Naval Air Station operates the east coast's SAR school. Since HS-1 convened the school in October 1971, more than 200 students have received training.

Recent Navy policy has established that all HS and HSL squadrons will have wetsuit aircrewmembers on-board all flights involved in antisubmarine warfare (ASW) missions. All aviation antisubmarine warfare operators (AW) aircrewmembers assigned to these squadrons, plus designated helicopter rescue aircrewmembers from HC squadrons and air station helo SAR detach-

ments, will be required to complete the Helicopter Rescue Aircrewmembers course.

OLDER AND MORE SENIOR AW petty officers at HS-1, many of whom had not taken this SAR course, had doubts about passing the rigorous training.

Commander Frank M. Suzan, HS-1 commanding officer, aware of this concern, felt that if he and some of the more senior AW petty officers could pass the course, this would show the rest that the course was not that difficult. As a result CDR Suzan, AWCs Gary Lobdell and Reuben W. Eckles, and AW2s Donald Smith and Gordon Griffin participated in a two-week condensed version of the course last November. Although shortened, no aspect of the regular four-week course was eliminated; reduction in length was achieved through abbreviation of the conditioning periods.

The four weeks of classroom and swimming pool instruction included types and uses of rescue devices, rescue swimming strokes and an aircrewman's response to various situations. Major considerations, such as wind, sea state, equipment, water temperature, and survivor condition, are covered in lectures, and problems are posed for the students.

POOl INSTRUCTION is vigorous; students must pass the Navy first class swimmers' test and a lifesav-



TRAINING

ing test. They are required to swim a one-quarter-of-a-mile buddy swim for 45 minutes, without the use of their hands. Proper water entry from a helicopter to avoid self-injury is mastered by jumping from a 10-foot platform. The students also learn how to free themselves and release an unconscious survivor from entanglement in a parachute in the water.

First aid instruction is included to enable the students to care for an injured survivor until professional medical help is available.

Students are graded by practical and written examinations. At the completion of the course, a new SAR aircrewman receives still more training in techniques and familiarization geared to the type of aircraft used at his new command.

—Story by LTJG K. S. Beam

—Photos by PH2 D. F. Kemp and PH3 S. Woiler

With the closing of NAS Quonset Point by next June, (see pp 47-51, this issue) Helicopter Antisubmarine Squadron One and its Search and Rescue School will move to NAS Jacksonville, Fla. Both actions were announced recently by the Department of Defense.



Facing page: Demonstrating the technique of placing a survivor in a liferaft. Top left: Becoming familiar with the vital rescue and survival equipment. Top right: All trainees must complete a grueling one-mile endurance swim. Center: Teaching the "choke rescue hold" to maintain and transport survivors in the water. Above: This graduating class reveals the range of rates and rank who participate in the training program.

...and now for the
QUESTIONS
& **ANSWERS**



Assignment/Rotation

Q. *What is the present policy of split-touring department heads?*

A. Currently, the top graduates of the Navy Destroyer School are provided a split tour to amphibious service ships after 12 to 18 months as a destroyer department head. With the shortage of PCS funds at this time, the officers selected will split-tour in the same home port. Preference for the type of assignment should still be indicated on the officer preference card.

Q. *Who is responsible for setting my planned rotation date (PRD) and what is its significance?*

A. Your PRD is set by your assignment officer in consonance with present assignment policy and existing CHNAVPERS or Department of Defense directives. It is established each time an officer is assigned to a new duty station and represents the month and year in which reassignment is planned. The PRD is a tentative date and is based on the established length of the tour for the activity to which you are ordered.

Q. *As an officer candidate or midshipman, I submitted a "dream sheet;" as an ensign, am I required to submit a preference card?*

A. You should have a current preference card on file at all times. In addition to reflecting future duty preferences, the card contains information about your current address, marital status, home ownership and other pertinent facts which are valuable to your detailer and, in the long run, to you.

Q. *I am scheduled for a deployment next month. My mother, who is my only living relative, is not well, and may be hospitalized. How can I get information on her condition while I am at sea?*

A. You may either request that a message be sent, via your commanding officer, to the national headquarters of the American Red Cross, who in turn will obtain a health and welfare report from the Red Cross chapter serving the community nearest your mother's location; or advise your mother to request that the local Red Cross officials keep you informed of her condition. The American Red Cross is authorized to make use of naval communications facilities for such a purpose. In the event your ship is at an overseas port, you may request assistance from the Red Cross Field Director located at that port.

Q. *What does "centralization" mean?*

A. Centralization, which was completed 1 Jul 1972, means that the responsibilities for detailing of all petty officers and designated strikers have shifted from the Enlisted Personnel Distribution Offices (EPDOs) to the Bureau of Naval Personnel (BuPers). Rather than distributing these personnel to EPDOs for further detailing as in the past, BuPers directly details them to final duty stations. Unless you are a nondesignated AN/FN/SN (detailed by EPDOs),

your detailer, who welcomes your communication with him (and especially through updated preference forms), is in BuPers, Washington, D. C.

Q. *If I enter and complete flight training as a helicopter pilot, what type of squadron assignment may I expect and what type of aircraft do these squadrons fly?*

A. Because of the versatility of the helicopter, there are a number of squadrons to which you could be attached. You could receive orders to any squadron having the following aircraft: HS-antisubmarine warfare; HSL-LAMPS (Light Airborne Multi-Purpose System); HC-combat support, plane guard, and SAR; HC-vertical replenishment; or HM-mine countermeasures.

Q. *I enlisted in the Regular Navy two and a half years ago and have been stationed on the same destroyer since that time. What are the chances of my being transferred before the end of my enlistment? Is there any policy being followed for transferring or not transferring people such as myself?*

A. There is little chance that you will be transferred before the expiration of your enlistment because PCS fund shortages have necessitated a "wet-dry" concept, calling for the assignment of most new personnel to a sea or shore unit for their entire first tour. However, long-sea-toured personnel can request a split sea tour after they have two years aboard their present ship, but they must be willing to incur sufficient obligated service to spend two years aboard a new command. Finally, available to all personnel are duty exchanges (SWAPS), as well as various reenlistment incentive programs, which could provide a transfer opportunity.

Q. *I am about to submit a request for transfer, but do not believe my commanding officer will approve it since my division officer has convinced him that there is a shortage of men in my rate. Should I go directly to BuPers for help?*

A. No, not initially. You should go to your personnel office to determine whether you are eligible for transfer (through SWAPS, self-negotiated exchange; reenlistment incentives; no-cost transfer; etc.). Include appropriate information on your request and submit it through your chain of command to BuPers. If you feel, *after* you have received a reply from BuPers, that your request has not been given full consideration, then an alternate course of action available is for you to write to your ombudsman (Pers-P), who will look into the matter and advise you accordingly.

Pay/Allowances

Q. *Are nuclear surface officers now eligible for a bonus? Is there any change for nuclear submarine officers?*

A. Public Law 92-581, signed by the President on 26 Oct 1972, makes two major revisions to the



previous legislation which provided a bonus for nuclear submarine officers. 1) the termination date is extended two years to 30 Jun 1975. Two additional year groups will be eligible for the special pay within one year of their termination of initial service obligation. 2) the eligibility requirement for qualification in submarines has been deleted. Thus, both nuclear submarine and nuclear surface officers are now eligible. A revised instruction, SecNavInst 7220.65A, governing Nuclear Officer Continuation Pay, incorporating these major changes, was issued 3 Jan 1973.

Q. *Has nuclear submarine officer continuation pay improved the retention situation for nuclear submarine officers?*

A. Very definitely. Before passage of this legislation, retention of Year Group 1964 officers had reached a low of 28 per cent. With the bonus now available, retention of Year Group 1966 is 40 per cent and Year Group 1967 is 50 per cent.

Q. *I enlisted in the Navy for four years on 2 Jan*

1970. I am now serving in pay grade E-4, and have received orders to a ship homeported in Norfolk, Va. Will the Navy pay for my dependents to travel to Norfolk, Va.?

A. Yes, provided you extend your enlistment for 24 months before the effective date of your PCS orders. An E-4 is eligible to move his dependents at government expense provided he has completed at least two years of a minimum of six years of total active obligated service.

Q. *As a nuclear-trained officer, when am I eligible to apply for the special continuation pay?*

A. You are eligible to apply when you are within one year of terminating your service obligation. Specifics of obligated service requirements for nuclear-trained officers are contained in the revision of BuPersMan 6610300, or other instructions which were effective at the time you were accepted for nuclear power training.

Q. *I was discharged on 1 Nov 1972, while serving in a pay grade for which transportation of dependents*

was authorized. My last permanent duty station was a ship with an assigned home port at Norfolk, Va. My dependents performed no travel incident to my discharge. I reenlisted under continuous service on 19 Dec 1972, at which time my dependents were located in Chicago, Ill., my home of record. I have now received permanent change of station orders to NAS Patuxent River. Am I entitled to transportation of my dependents from Chicago to the Patuxent River area?

A. Yes.

Q. I have received PCS orders from NAS Norfolk to an attack squadron permanently assigned at NAS Whidbey Island, Wash. My wife and three children—over 12 years of age—will accompany me by POV. Can I obtain a transportation request for my 18-year-old daughter who will be traveling at a later date and also be reimbursed for my wife and three children at the maximum rate of 18 cents per mile?

A. Yes.

Q. What are the guidelines for a serviceman who wishes to purchase a home under Section 235 of the FHA Housing Program?

A. HUD has advised that even the most recent guidelines have not changed tenure of residence for servicemen in this program. Under section 235, a serviceman must show reasonable evidence that his family will reside in the insured property for two or more years. The location of the property must also be such that reasonable prospects of resale under section 235 may be anticipated.

Advancement

Q. How are the date of rank and effective date of a SPOT promotion determined?

A. The date of rank is the second day of the month in which selection occurs. The effective date is the day the appointment is signed by the Secretary of the Navy.

Q. If selected for promotion, will I necessarily be promoted before commencement of the next fiscal year?

A. No. The number of officers selected is based on the estimated number of vacancies that will occur during a fiscal year. Promotions are then made on a monthly basis as actual vacancies occur within each grade. The procedure is followed until the promotion list is depleted.

Q. Now that I am off active duty, how do I remain eligible for promotion in the Naval Reserve?

A. The promotion of Naval Reserve officers is the result of recommendations made by selection boards. Before an officer can be considered by a selection board, he or she must possess a date of rank and register number which is within the zone of consideration for his designator and grade; and be in an active status (USNR-R or USNR-S1). Captains in the Standby-Active (USNR-S1) are not eligible for promotion.

Q. I was discharged from active duty 14 months ago. I took the Navywide examination for the next higher rate three months before my discharge date and passed it. If I enlist in an inactive Reserve unit, can I be advanced?

A. To be considered for advancement, you must have reenlisted in the Naval Reserve within three months of your discharge from active duty. Having successfully completed the examination, you may be authorized advancement only if a request for advancement is received by the Chief of Naval Personnel within two years from the month the examination was administered. Therefore, you are eligible for consideration by the Chief of Naval Personnel providing you enlisted in the Naval Reserve within three months of your date of discharge.



Q. Does a SPOT promotion affect lineal position?

A. No. An officer maintains his date of rank, effective date and lineal position of the rank held before a SPOT promotion.

Q. When will a lieutenant (jg) of the Regular Navy be discharged due to failure of selection?

A. Each lieutenant (jg) of the Regular Navy, except officers of the Nurse Corps, women officers appointed under Title 10, U.S. Code 5590, and officers designated for limited duty, is honorably discharged on 30 June of the fiscal year in which he has failed of selection for promotion for the second time.

In the case of a lieutenant (jg) Nurse Corps officer or woman officer, discharge is effected on 30 June of the fiscal year in which the member is not on the promotion list and has completed seven years of active commissioned service.

An officer in the grade of lieutenant (jg) of the Regular Navy designated for limited duty is dis-

charged on 30 June of the fiscal year in which he is considered as having twice failed of selection to the grade of lieutenant, or he may revert to his permanent status.

The 30 June discharge date in each case listed above is a statutory requirement and cannot be deferred. The officer, however, may request to be discharged at any time during that fiscal year but no later than 30 June.

Veterans' Benefits

Q. My brother is a Vietnam veteran and our doctor says he is mentally ill and in need of treatment. We want to put him in a VA hospital, but there is some question about whether his sickness is service-connected. If it is not service-connected, will VA help him?

A. Yes, provided a bed is available and he certifies he cannot pay the costs of care elsewhere.

Q. As a female veteran going to school full-time under the GI Bill, can I claim my husband as a dependent?

A. Yes. Public Law 92-540, signed by the President on 24 Oct 1972, makes educational benefits and all other veterans' benefits apply equally to male and female veterans.

Q. Who approves schools for enrollment under the GI Bill?

A. The state approving agency in the state where the school is located. However, the Veterans Administration is the approving agency for courses offered by schools in foreign countries, agencies of the federal government and apprenticeship programs administered by interstate carriers.

Q. A veteran's widow receiving a pension died recently, having in her possession a VA check for a preceding month. Is this check payable to anyone?

A. The check must be returned to the disbursing office which issued it. It may then be paid, upon submission of a claim to the nearest VA office, to any children entitled to VA death benefits, or, if no eligible children, then to the person or persons who bore the expense incurred by the last illness or the burial.

Q. An extra large dividend put me over a certain income limit this year. Will this cause my VA pension to be discontinued?

A. No. As long as this income could not have been anticipated and was of a nonrecurring nature, it will have no effect on your pension.

Q. I have been denied a disability claim by my VA regional office. Do I have any further recourse?

A. You may appeal any local decision to the Board of Veterans Appeal in Washington, D. C. You have the option of appearing in person, with any witness of your choice, or you may request one of the major veterans' service organizations to represent you before the board, at no cost to you.



Q. My husband was killed in the Army in Vietnam. I would like to enroll in a well-known university in Paris, France. Will VA help me do this?

A. Yes. If you are eligible for assistance under the Dependents' Educational Assistance Program, you may now attend approved institutions of higher learning.

Q. My husband was totally disabled as the result of an accident while he was in the service. With him and the children to look after, I can't leave home to go to school in order to qualify for a job. Can VA arrange for me to go to school at night or take a correspondence course?

A. Yes. Women in your situation are eligible for education benefits under more liberal rules of the new education law. Please discuss this with the veterans assistance officer at the nearest VA regional office.

Q. Can I take some college courses while receiving on-the-job training under the GI Bill?

A. No. The VA pays full-time benefits for on-the-job training, which would make you ineligible for additional benefits if you took college courses at the same time.

Q. How long can a veteran take on-the-job training?

A. On-the-job training may not be approved in excess of two years. There is no limitation on the length of an apprenticeship program, but VA payments may not be made in excess of 36 months.

Q. Is my father eligible for a VA pension if he served in the U. S. Army on the Mexican border before World War I?

A. He may qualify for disability pension provided he served honorably for 90 days in one of the following areas: Mexico or one of the border states; Guatemala or British Honduras; or at sea in the area of Mexico. Full details are available at your nearest VA office.

Q. How many Vietnam veterans are turned down for GI Bill benefits or disability compensation because they have other-than-honorable discharges?

A. A VA study during a three-month period recently showed that only six out of every 1000 applicants were turned down because of an other-than-honorable discharge.

Q. Are people who participate in six-month active duty training programs offered by some branches of the service eligible for GI Bill educational benefits?

A. No. Active duty only for training purposes does not entitle one to receive GI Bill benefits.

Q. I am drawing VA compensation for a 100 per cent service-connected disability, and the agency has granted a waiver on my GI life insurance premiums. Should I return the insurance dividend check I received recently, since I pay no premiums?



A. No. You are entitled to the dividend. Under the waiver provision of your policy, the insurance continues in force as though premiums are being paid.

Q. My husband, who is divorced from his first wife, says it is not necessary to change the beneficiary on his \$10,000 National Service Life Insurance policy since VA automatically pays insurance proceeds to the current wife of the veteran. Is this true?

A. No. VA must pay the designated beneficiary of record. Therefore, your husband must name you as beneficiary if he wants you to receive the death benefits on his NSLI policy.

Q. If I purchase a mobile home with a VA guaranteed loan, just what does this guarantee?

A. VA guarantees the repayment of a mobile

home loan up to 30 per cent of the unpaid balance. Thus, the maximum loan of \$10,000 for a mobile home may be guaranteed for \$3000 and if the loan covers a lot as well as a mobile home, the guaranty is limited to the maximum loan of \$17,500. The guaranty usually permits eligible veterans and widows to arrange "no down payment" loans with private lending institutions. VA does not guarantee that the mobile home is free of defects or that a veteran will be completely satisfied with mobile home living.

Q. To settle a disagreement, can you tell me if many veterans participate in job and farm training programs under the GI Bill?

A. In fiscal year 1972 there were nearly 170,000 veterans in on-the-job training programs—which is 20,000 more than in FY 1971 and nine times the total in FY 1968.

Q. What is the income limit governing entitlement to nonservice-connected disability and death pensions for veterans?

A. The income limit to such pensions for a veteran or widow with no dependents is \$2600 and \$3800 for veteran or widow with dependents.

Q. How much of the money spent by VA goes to Vietnam era veterans?

A. About one-fourth of the VA budget, currently \$12.4 billion, goes to direct payments such as compensation, G.I. Bill and medical care for Vietnam veterans who now make up about one-fifth of the current veteran population.

Q. How many Vietnam veterans is VA hiring? How many have been hired "on the spot" by VA without having to process through the usual time-consuming procedures?

A. More than half the men hired by VA for full-time paying jobs in recent months have been Vietnam Era veterans. More than 12,000 Vietnam Era veterans have been hired "on the spot" by VA under Veterans Readjustment Appointments since these were begun in April 1970.

Q. I am amazed at the marvelous spirit of the VA hospital volunteers in my state and how much they do for sick and disabled veterans. Just how important does VA consider its volunteers? How much do these people do for patients, nationwide?

A. Volunteers are an essential factor in VA medical care and rehabilitation and VA considers itself blessed with the best voluntary service support in the nation. Volunteers from 440 organizations contribute almost 10 million hours per year to VA patients, plus a large volume of gifts for individual and in-hospital use. More such helping hands are needed! Those interested should contact the director of voluntary service at the nearest VA hospital.

Q. How do veterans rate as credit risks under the G.I. Bill home loan program?

A. America's veterans have been, and are continuing to be, good credit risks. Almost one-half (3.9 million) of the 8 million VA guaranteed home loans have been repaid in full. The number of defaults and claims in 1972 remained the same as those of 1971 and 1970—which were the lowest experienced by VA since the late 1950s.

Q. I read that the Veterans Administration operates 168 hospitals. Just how many veterans do they treat?

A. A record high of about 1 million veterans will receive VA inpatient care in Fiscal Year 1973. Outpatient medical care will reach about 11 million, compared to about 7 million visits in 1969.

Q. Seems to me even the small-town VA hospitals have young medical trainees around—are all the VA hospitals helping train health workers?

A. Yes. All of the 168 hospitals are now affiliated with colleges and universities for training purposes. About 62,000 medical and allied health trainees will receive clinical experience in VA hospitals this year.

Q. If I go to school full time under the GI Bill, can I work in my spare time and still receive my monthly educational allowance?

A. There is no restriction that prevents you from working while attending school full time, nor does it affect your monthly entitlement.

Q. Can you tell me how much the Veterans Administration has to pay for those television advertisements and radio spots we hear?

A. VA pays nothing, as these are "public service" announcements donated by the media in the interest of keeping veterans informed of their benefits under the GI Bill.

Miscellaneous

Q. I am an officer in the Navy, and my detailer tells me that I am in the lower half of my year group. Does this mean my performance is below that of my contemporaries?

A. Hardly—your detailer is referring to your lineal position within your particular year group and not your performance.

Q. The maximum age for first enlistment in the U. S. Navy is 31 for men. Does this age also apply to women desiring to enlist at 31?

A. Yes. A recent policy change has established a maximum age of 31 for first enlistment which includes both men and women.

Q. I am very interested in volunteering for a forward deployment tour. Is there any other information available besides NavOp 39/72?

A. BuPersInst 1300.40 of 25 Aug 1972 and its change #1 of 26 Jan 1973 contain the most current information available including application procedures, eligibility requirements, homeport locations

and area homeport briefs. In addition to following the procedures delineated in this instruction, you are also encouraged to complete an Enlisted Duty Preference form (NavPers 1306/63) in accordance with BuPersNote 1306 of 27 Nov 1972. One last hint: be alert to fleet commanders' messages announcing forward deployment opportunities.

Q. I am considering reenlisting for my choice of duty as a first-term reenlistment incentive under the provisions of Chapter XXVII of the Enlisted Transfer Manual. My problem is that I don't know where billets for my rating are located or when they may become vacant. Does the new centralized detailing concept provide for a listing of this information for each centralized rating? If not, is there any way I might be able to find out this information before I submit my request?

A. No listing of sea duty billets is currently available for any rating. However, shore duty billets for

all ratings are listed in BuPersNote 1306 of 1 Jul 1972. Detailers in the Bureau are pleased to discuss specific assignments as reenlistment incentives at any time, though it will still be necessary for you to submit an official request through the normal channels before orders can be issued.

Q. Why does the Navy require the appointment of a legal guardian as the basis for disbursement of certain funds?

A. It is not only the Navy which requires this, it is a requirement of all government agencies when a payment exceeding \$1000 must be made to a minor. The purpose of this is for managing of an estate in the best interest of a child or children when the parent(s) are deceased, incapacitated or divorced from the service member. The legal guardian is responsible for giving an account of the funds committed to his care to an appointed court at specified intervals.



letters

LDO Promotions

SIR: During the past two years approximately 600 LDOs have been initially appointed to the rank of LTJG. Questions have risen regarding commissioned service time requirements for promotion to lieutenant. Will LDOs initially appointed LTJG be required to serve in grade for four years or will they be given a form of "constructive time," thus keeping the flow from LTJG to LT consistent throughout the Navy? Are deep selections to LT being considered at this time? —LTJG R. E. G.

• An officer appointed to a grade other than ensign is given a constructive date of rank for those ranks in which he did not actually serve. The constructive ensign date of rank is the date used in computing time served for promotion to LT.

Deep selection to LT has been discussed but no decision has been made in regard to the FY 74 selection board. —Ed.

YTB/YTM Crews

SIR: Your article on "Pushing the Fleet Around" (ALL HANDS, Oct 72) states that a YTB normally has a crew of from 10 to 12 men. The YTB and YTM have a crew of eight men, as do

most other service craft. The plush days of the 10- to 12-man crew are just a memory of a bygone era.—LCDR D.G.S.

• We appreciate your giving us the straight skinny regarding the number of men assigned to YTB and YTM crews. The story was compiled from several reports received from the fleet and the number of crewmen was not questioned by the sources that cleared the story for publication.—Ed.

More on Charts

SIR: I have read with interest the articles in the December issue of ALL HANDS Magazine, "Mapping the Ocean's Highways" and "Chartmaking . . . everybody gets into the act."

Except for a passing reference to work done in 1925, your readers would never know from the articles that the National Oceanic and Atmospheric Administration's National Ocean Survey is the chief civilian agency in the federal government in navigational charting and that more than 28 per cent of the charts issued by the National Ocean Survey go to the Navy.

Of the 2,447,043 charts distributed in FY 72, 691,648 were issued to the Navy. These included 680,639 conventional charts and 11,009 small craft charts.

Happy sailing!—Raymond Wilcove, Public Affairs Officer, National Ocean Survey.

Reunions

News of reunions of ships and organizations will be carried periodically in this column. In planning a reunion, best results will be obtained by notifying ALL HANDS, Bureau of Naval Personnel (Pers 164), Washington, D. C. 20370, four months in advance or earlier.

• Bombing Squadron 106, deployed SOWESPAC 1943-44 — 30th anniversary reunion is being planned for 23-26 Aug 73 in San Diego. Contact Gordon Ebbe, 2211 Wynkoop Drive, Colorado Springs, Colo. 80909.

• USS Washington (BB 56)—11th reunion will be held 16-19 Jul 73, Ft. Lauderdale, Fla. Contact John A. Brown, Executive Director, USS Washington Reunion Group Inc., Box 27035, Columbus, Ohio 43227.

• USN Chief Photo Mates Round-up—the annual reunion is being planned. Contact USN Chief Photo Mates Roundup, P.O. Box 81717, San Diego, Calif. 92138.

• Naval Construction Battalion Unit 302—26th reunion will be held 20-22 Jul 73 in Syracuse, N. Y. Contact W. Murdock, 1051 S. Geddes St., Syracuse, N. Y., or M. A. Lowe, 8441 Bayard St., Philadelphia, Pa. 19150.

• Third Special Naval Construction Battalion—a reunion will be held 6-8 Jul 73 in Milwaukee, Wis. Contact J. Wagner, 2145 S. Woodward St., Milwaukee, Wis. 53207.

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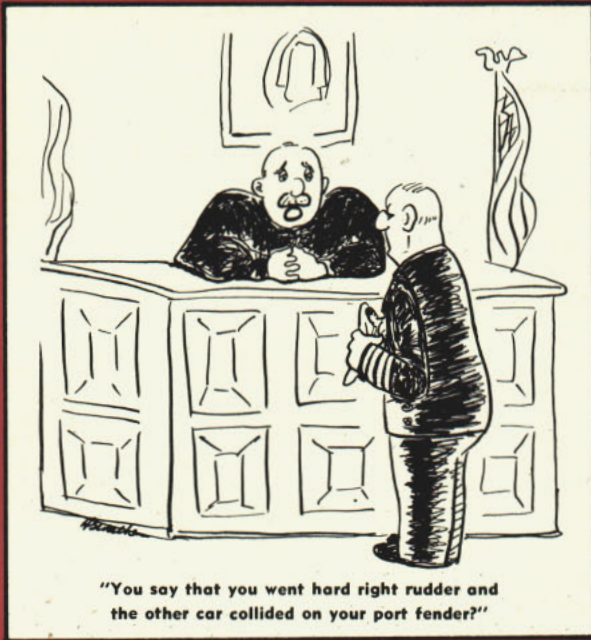
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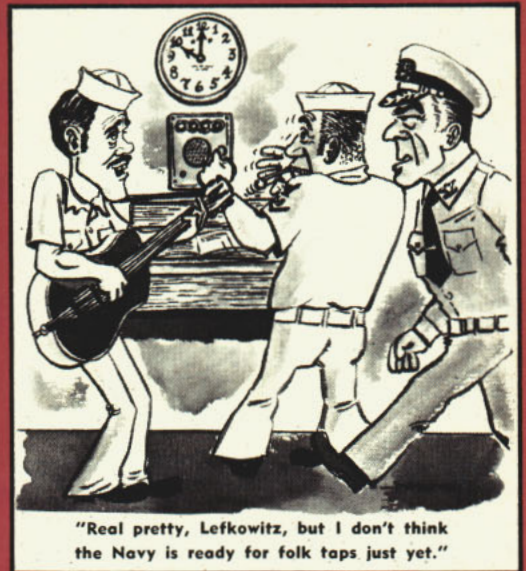
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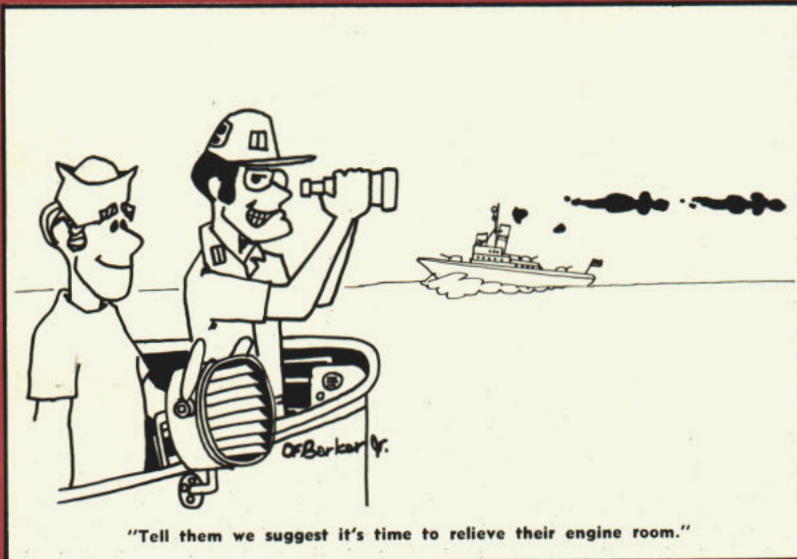
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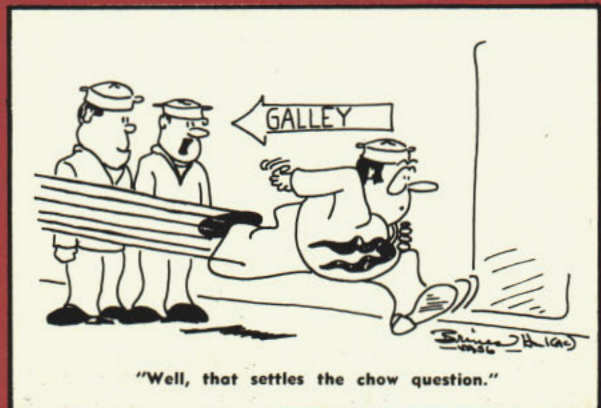
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AX3 Arthur F. Barker, Jr.



HM1 George P. Brines



on the
serious side

TAFFRAIL TALK

HERE'S SOMETHING NEW in "self-help" projects—NAS Lemoore now has its very own miniature golf course which was opened in April in appropriate ceremonies conducted by Rear Admiral Clyde J. Van Arsdall, Com12.

"The miniature golf course is a unique project, a first," says Special Services director Bob Gillespie. "Under most self-help programs, squadrons and departments supply manpower for actual construction. With this project, however, nine of the 18 'holes' were designed by a squadron or department and the whole recreational project was constructed by self-help workers."

Units participating in the program included: Construction Battalion Unit 406, which designed and constructed hole number one as a miniature bulldozer; NAS Lemoore Dental developed hole number two as a U-shaped bicuspid curve; Attack Squadron 122 developed hole number three as a piece of ordnance, FASOTRAGRUPAC constructed the camel's back on hole number four; in typical Marine tradition, the Marine Barracks built the "hill" on hole number five.

Attack Squadron 125 constructed a tricky ramp on hole number six; Supply was responsible for the three-way hazard on hole number seven; NAS Lemoore built the "bulge" on hole number eight; Operations built a wedge on hole number nine; the COMFAIRLEMOORE Volunteer Band dubbed hole number 10 "the pretzel."

NAMTRADETS placed a swinging pole over hole number 11 to make it one of the most frustrating hazards on the course; Attack Squadron 25 erected its "Fist of the Fleet" on hole number 12; members of the naval hospital staff constructed a miniature hospital ship on hole number 14; Attack Squadron 122 built a "better mousetrap" at hole number 13. A windmill, courtesy of Attack Squadron 127, is located at number 15; AIMD's hole number 16 was a miniature A-7; the Stingers of VA-113 used a beehive to develop their squadron's theme around hole number 17; the final hole of the course was constructed by Operations in the shape of a wishing well.

In case any other activities have ideas: "The course was built by using portions of a commercial 18-hole miniature golf course master plan. Nine of the holes were constructed by individual squadrons using commercial designs. The remaining holes were constructed by individual units using their own original designs," Gillespie says. "We were able to conduct such a program with the support of CBU-406."

The new miniature golf course will be open seven days a week. Special Services recently assigned par to each of the holes according to the difficulty of its hazards. Most holes are either two or three par, with 48 being overall par for the course.

Now NAS Lemoore is planning to organize miniature golfing leagues.

The All Hands Staff

ALL HANDS The Bureau of Naval Personnel Career

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The Bureau should be kept informed of changes in the number of copies required and if the full number is not received regularly.

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◀ **AT RIGHT: GRAY SAIL IN THE SUNRISE**—The lookout on one of the diving planes stands near the maze of rigging that will be removed before USS Permit (SSN 594) gets underway. Photo by PH3 D. P. McCloskey.



IT
HAPPENS
EVERY
JUNE

